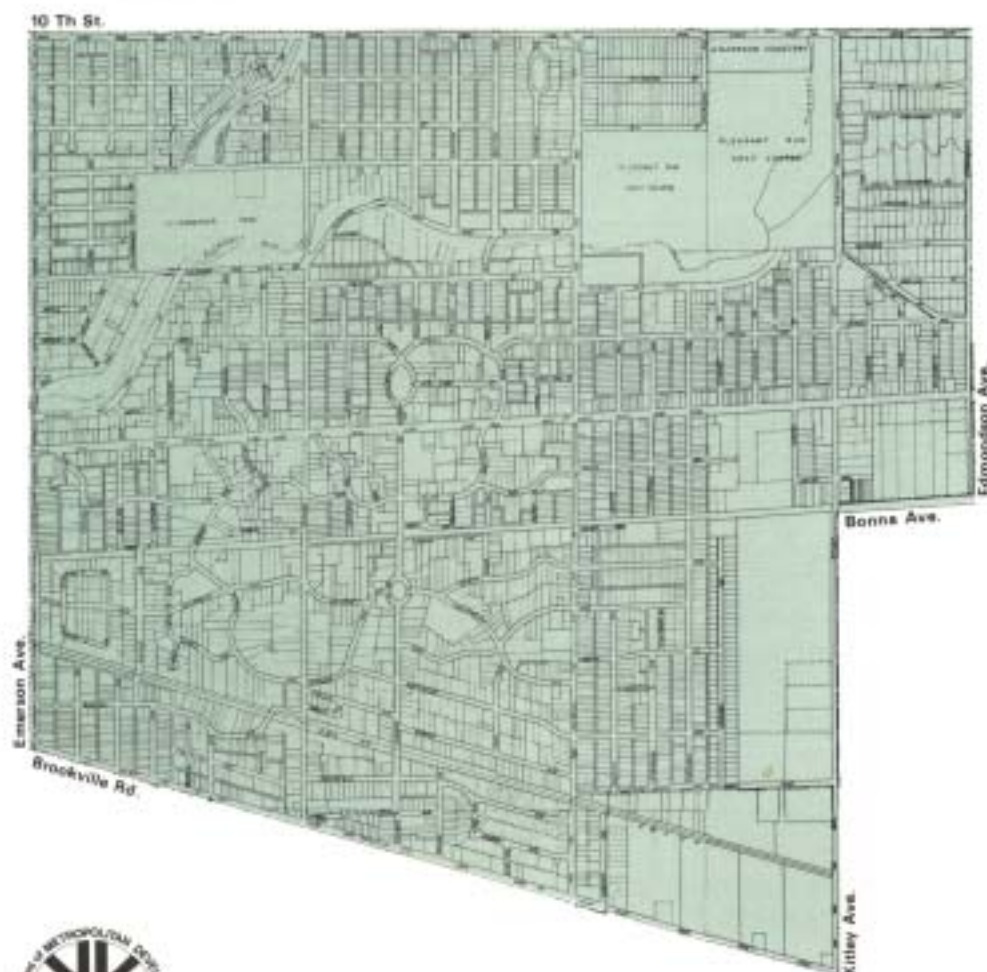
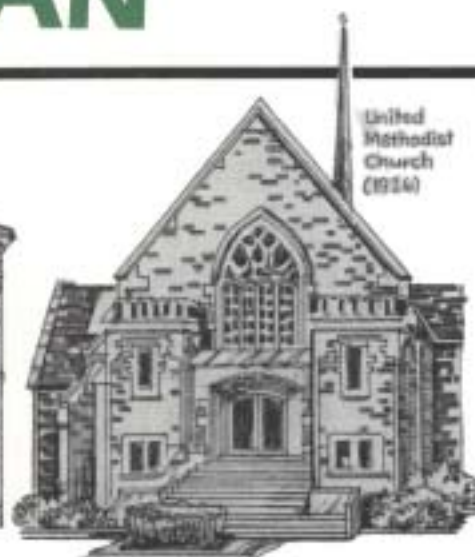


IRVINGTON NEIGHBORHOOD PLAN



UPP 701 • August, 1986

IRVINGTON NEIGHBORHOOD PLAN

UPP 701

Prepared by:

DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING

Indianapolis-Marion County, Indiana

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IRVINGTON NEIGHBORHOOD PLAN

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Executive Summary	VII.
Purpose	1.
Neighborhood Planning and the Neighborhood Plan	1.
A. The Process	4.
B. Implementation	5.
 <u>PART ONE: RESEARCH AND ANALYSIS</u>	
Section One - Historical Summary of the Irvington Neighborhood	7.
Section Two - Significant Features/Focal Points	17.
Section Three - Demographic Analysis	
I. Introduction	23.
II. Demographic Profile	23.
III. Irvington Subarea Demographics	26.
Section Four - Existing Conditions: Analysis	31.
I. Neighborhood-Wide	31.
A. Existing Land Use	31.
B. Building Conditions	36.
C. Transportation	36.
1. Streets	36.
2. Sidewalks and Curbs	40.
3. Parking	41.
D. Streetscape	41.
E. Zoning	45.
F. Police Protection/Crime	49.
G. Schools	52.
II. Subarea Analysis	62.
A. Subarea One	62.
B. Subarea Two	65.
C. Subarea Three	67.
D. Subarea Four	69.
E. Subarea Five	71.
Section Five - Assets/Liabilities/Needed Improvements	73.
I. Neighborhood-Wide Findings	73.

Irvington Neighborhood Plan
Table of Contents - continued

(Section Five)

	<u>Page</u>
II. Commercial	74.
III. Residential	76.
IV. Transportation	77.
V. Public Safety	78.
VI. Appearance (Landscaping, Signage, Facades)	78.
VII. Open Space	80.
VIII. Public - Institutional	80.
IX. Industrial	81.
X. Zoning	82.

Section Six - Irvington Neighborhood Survey

I. Introduction	83.
II. Methodology	83.
III. Representativeness	84.
IV. Survey Results	85.

PART TWO: RECOMMENDATIONS/ACTIONS

Section One - Goals and Objectives 89.

I. Introduction	89.
II. Commercial	89.
III. Residential	91.
IV. Transportation	92.
V. Public Safety	93.
VI. Appearance	94.
VII. Public - Institutional	95.
VIII. Industrial	96.
IX. Zoning	97.

Section Two - Specific Recommendations/Actions

I. Introduction	99.
II. Recommendations	99.
A. Neighborhood Wide (Commercial, Residential Public/Parks, Industrial)	99.
B. Transportation	102.
1. Streets	102.
2. Sidewalks	103.
III. Land Use Plan	108.
IV. Zoning Plan	114.

Irvington Neighborhood Plan
Table of Contents - continued

(Section Two)

Page

V.	Design Proposals	
1.	East Washington Street	
2.	Former Conrail Railroad Right-of-Way	123.
VI.	Recommended Tax Abatement Policies for Irvington	133.

Section Three - Appendices

IRVINGTON NEIGHBORHOOD PLAN

LIST OF MAPS

<u>Map</u>	<u>Title</u>	<u>Page</u>
1.	Locational Map.....	2.
2.	Boundary Map.....	3.
3.	Plats/Historical Growth of Irvington.....	9.
4.	Significant Features/Focal Points.....	21.
5.	Census Tract Boundaries.....	24.
6.	Subarea Boundaries.....	29.
7.	Existing Land Use - 1970.....	32.
8.	Existing Land Use - 1985.....	33.
9.	Building Conditions.....	38.
10.	Thoroughfare Plan/Traffic Counts.....	39.
11.	Public-Institutional Facilities/ Public Transportation Routes.....	42.
12.	Existing Sidewalk/Street Conditions.....	43.
13.	Existing Zoning.....	46.
14.	Rezoning 1969-1985.....	47.
15.	Variances 1970-1985.....	51.
16.	Public Elementary School Districts (IPS) Serving the Irvington Area 1986-87.....	55.
17.	Public Junior High School Districts (IPS) Serving the Irvington Area 1986-87.....	56.
18.	Public High School Districts (IPS) Serving the Irvington Area 1986-87.....	57.
19.	Sidewalk/Street System Improvements.....	107.
20.	Comprehensive Plan.....	111.
21.	Land Use Plan.....	112.
22.	Land Use Changes.....	113.
23.	Proposed Zoning Plan.....	121.
24.	Crime Watch Areas.....	122.
25.	Design Proposals - East Washington Street.....	130.
26.	Design Proposals - Former Conrail Railroad Right-of-Way.....	131.
27.	Recommended Tax Abatement Policies.....	135.

TABLE OF CHARTS

<u>Chart</u>	<u>Title</u>	<u>Page</u>
1	Irvington Subarea Demographics	28.
2	Land Use Change in Irvington - 1970-1985	34.
3	Building Conditions in Irvington - By Subarea	37.
4	Irvington Crime Statistics	50.
5	Indianapolis Public Schools Comparison of Fall Enrollment by Ethnic Group - 1985 Grades K-6	58.
6	Indianapolis Public Schools Comparison of Fall Enrollment by Ethnic Group - 1985 Grades 7-12	59.
7	Indianapolis Public Schools Enrollment Change - 1981-1985, Grades K-6	60.
8	Indianapolis Public Schools Enrollment Change - 1981-1985, Grades 7-12	61.
9	Sidewalk Needs	104.
10	Specific Properties Recommended for Short-term Zoning Action	117.

Irvington Neighborhood Plan

EXECUTIVE SUMMARY

The Irvington Neighborhood Plan is a detailed analysis and plan for the area bounded by East 10th Street on the north, Edmondson Avenue and Kitley on the east, Brookville Road on the south and Emerson Avenue on the west. The plan represents a cooperative effort between the Division of Planning staff, representatives of the Irvington neighborhood and its businesses, and persons from various special interest groups. These groups worked together to develop a strategy for the future growth and development of the neighborhood.

I. USE OF THE PLAN

The Irvington Neighborhood Plan will provide a basis for both public and private investment decisions. The plan will serve as a primary reference in preparing staff comments in rezoning and variance cases and for making decisions about capital improvements. The plan will also be used to guide the allocation of Community Development Block Grant and/or other funds earmarked for the area.

Although the plan serves as a guide, actual implementation will depend on joint public/private action and, in some instances, private action alone.

The implementation strategies outlined in the plan stress a continued long-term commitment to the neighborhood. In addition, the plan does not merely outline what the City will be doing to aid the Irvington neighborhood, but also what all involved groups will need to do together in order to implement the plan. Long-term commitment and effort from businesses, neighborhood residents and private sector interests, as well as the City, are essential.

II. SCOPE OF PLAN

The Irvington Neighborhood Plan analyzes the key components of the area and their interrelationships. Housing, transportation and public safety, among other components, contribute to the neighborhood. In order to properly plan for the future of the neighborhood, the interaction of all major elements of the neighborhood must be taken into consideration.

Five questions were used to define the scope of the plan. These questions relate to the past, present and future of the neighborhood:

A. How did the neighborhood develop and change?

VII.

Executive Summary

- B. What is the current physical status of the neighborhood?
- C. What are the neighborhood's assets and liabilities?
- D. What are the goals for the future of the neighborhood?
- E. What actions can be taken to attain these goals?

These questions provided the framework for the plan's research and recommendations.

III. ASPECTS OF PLAN

The study is divided into two principal sections:

- A. RESEARCH AND ANALYSIS -
This section forms the basis for the recommendations of the plan.
 - Provides information on:
 - * History and development of the neighborhood
 - * Existing Conditions
 - * Assets and Liabilities
 - Outlines:
 - * Goals and Objectives
- B. PLAN RECOMMENDATIONS/ACTIONS
This section develops tools to guide neighborhood development.
 - Utilizes a set of overall neighborhood recommendations to develop:
 - * Land Use Plan
 - * Zoning Plan
 - Outlines plan implementation by category, need and priority. In addition, design schemes were prepared for East Washington Street and the former Conrail Railroad right-of-way which address specific area problems.

IV. MAJOR PLAN RECOMMENDATIONS

The following segments of the plan outline major neighborhood recommendations:

A. Statement of Goals and Objectives

1. COMMERCIAL

Goals

GOAL a

To provide more businesses oriented to neighborhood needs, returning the commercial area

VIII.

Executive Summary

to the useful service it traditionally had served.

GOAL b

To increase the economic vitality of commercial areas by developing: 1. Guides for maintenance and improvement of commercial establishments; 2. Public/private sector incentives for business growth and development.

GOAL c

To halt both the physical and business deterioration on East Washington Street by developing a strategy to market the unique aspects of the area by neighborhood, business and City agency concerns.

2. RESIDENTIAL

Goals:

GOAL a

To maintain and enhance the housing stock of Irvington, preserving not only the historic/architectural qualities of the housing, but the diversity and integrity of the population which resides there as well.

GOAL b

Preserve the sense and atmosphere of a family residential neighborhood

3. TRANSPORTATION

Goal:

Provide a safe, efficient and coherent transportation system, both vehicular and pedestrian, which services the entire neighborhood.

4. PUBLIC SAFETY

Goal:

To maintain and continue to enhance a physically and perceptually safe, secure neighborhood environment which will aid in the growth and development of all aspects of Irvington.

Executive Summary

5. APPEARANCE

Goals:

GOAL a

To increase the business and neighborhood resident involvement in enhancing the physical aspects of Irvington.

GOAL b

To upgrade the image of East Washington Street as a viable commercial/neighborhood center; one which stresses aesthetic improvements and sensitive urban design in renovation and new construction.

6.1. PUBLIC-INSTITUTIONAL

Goals:

GOAL a

To better integrate parks and related public recreational facilities into the overall neighborhood by upgrading existing park facilities and increasing their accessibility for all neighborhood residents.

GOAL b

To provide safe, secure park and recreational areas which can be enjoyed by all age groups.

6.2. (PUBLIC/SEMI-PUBLIC USES)

Goals:

GOAL a

To maintain and enhance the level of education, both in public and private schools, by stressing parent participation in educational programs.

GOAL b

To better integrate the many fine church and church-related uses into the neighborhood through:

1. Proper zoning of uses,
2. Enhanced or better marked parking, and
3. More active involvement of all churches in community improvements.

Executive Summary

7. INDUSTRIAL

Goals:

GOAL a

To attract quality light and general industrial use to those areas which will not conflict with residential or commercial aspects of the neighborhood, providing an enhanced local employment base.

GOAL b

To remove industrial uses from areas that are in conflict with residential development, both single and multi-family, redeveloping this land for residential use.

8. ZONING

Goals:

GOAL a

To provide a coherent development of the area which stresses proper zoning classifications to facilitate commercial growth, yet protects and supports the most important residential aspects of Irvington.

GOAL b

Revamp zoning districts to address current use conflicts and anticipate future development.

B. Specific Recommendations/Actions

1. NEIGHBORHOOD (General)

1. Discourage commercial encroachment into surrounding residential areas, specifically along E. Washington Street, by providing a land use division, proper zoning and physical buffering between the uses.
2. Limit access points into East Washington Street to allow more efficient traffic flow and fewer vehicular conflicts. Duplicative or underutilized curb cuts should be eliminated in order to provide a more coherent streetscape and better pedestrian travel. Fewer curb cuts would also better channel traffic into more desirable business access points (parking lots).

Executive Summary

3. Develop a sidewalk repair/construction program in conjunction with the Department of Transportation to address the aging sidewalk system in the older areas of Irvington, as well as provide sidewalks to link important pedestrian routes.
4. Develop a more coordinated and coherent off-street parking system for both existing and proposed uses along commercial areas of Irvington. Parking needs, specifically along E. Washington Street, should be worked into each new development with careful attention to surrounding parking situations. Unification and lot redesign can increase current parking lot function. Cooperation between private businesses is the key for this situation.
5. Develop design standards for the renovation of existing buildings and the construction of new structures. These standards would act as a "suggestion/reference book" to assist property owners enhance their structures in a way that fits in with the unique character of Irvington, providing "helpful hints" for restoration and renovation.
6. Develop a comprehensive series of standards for signage (commercial identification and advertising). Standards would attempt to better unify heights, placements and sizes of signs, as well as their type and number.
7. Clearly redefine the zoning districts of the neighborhood to assist in the definition and separation of uses within Irvington. Rezoning areas over time would encourage the proper development of the neighborhood, assisting existing appropriate uses to develop or expand in the neighborhood, and discouraging uses inappropriate for an area.
8. Increase police visibility and interaction with the neighborhood organizations and businessmen to lessen both the perception and reality of crime along E. Washington Street.
9. Develop active crime watch areas to assist the police and community. As a whole, make the neighborhood aware of how to take precautions against crime.

Executive Summary

10. Work to restore the Julian House as a functional asset to Irvington. The Julian House is one of Irvington's most important historic structures. The neighborhood has placed the restoration of this home as a top priority. Although they would like the home restored as a private residence, they understand the cost of such a restoration may prove prohibitive. An appropriate office, or special use of the structure, is acceptable as a restoration option. The neighborhood feels strongly that such a use in a restored Julian House is far preferable to the continued deterioration and possible loss of this historic landmark in their community.
11. Renovate commercial structures along E. Washington Street. The main problem identified in Irvington is the deteriorated condition of the E. Washington Street Commercial area. Businesses and property owners must take the initiative to look at their own investments and how they can upgrade the current condition of their investment. Following the recommendations of the plan, neighborhood groups, business groups and the city should work to implement the changes needed to make "downtown Irvington" a competitive, aesthetic business area. Without property owner initiative, this goal of the neighborhood and business owners will not be possible.
12. Carefully monitor and limit the conversion of single-family homes for multi-family use. Work to insure that those homes which can be appropriately converted follow all code regulations and obtain necessary zoning/variance clearance.
13. As a part of the revised Tax Abatement Program for the City of Indianapolis, which allows recommendations on tax abatement policies for neighborhood and corridor plans, specific terms of abatement be recommended for the Irvington Neighborhood as a way to stimulate investment in areas currently not enjoying revitalization. (See VII Recommended Tax Abatement Policies for Irvington.)
14. Seek appropriate funding sources to assist elderly and/or low income residents to perform needed home rehabilitation and maintenance. Work to develop a locally-based paint-up/fix-up program through the churches and community organizations.

Executive Summary

15. Promote active code enforcement throughout all areas of Irvington.
16. Maintain the historic architecture of homes and businesses whenever possible to preserve the unique heritage and buildings of Irvington.
17. Develop a joint effort between the Irvington Community Council, other interested groups and the Department of Parks and Recreation to provide better maintenance of areas along Pleasant Run and Pleasant Run Parkway.
18. Maintain the current schools which serve the neighborhood as a vital part of the overall health of Irvington.
19. Use the existing community organizations to form an ongoing dialogue between IPS representatives and representatives of the neighborhood to discuss and work to overcome problems perceived by Irvington parents regarding the public schools.
20. Work to help relocate all industrial uses (long-term) from areas other than those bounded by the former Conrail Railroad right-of-way on the north, Kitley Road on the east, Brookville Road on the south, and the half-block east of Sheridan Avenue and Webster Avenue on the west (maps 8 and 22). Industrial uses in areas outside of these boundaries are inappropriate and in conflict with the long-term development of Irvington.

2. LAND USE PLAN

The land use plan for the Irvington Neighborhood is designed as a detailed update and refinement of the Comprehensive Plan for Marion County as it addresses this neighborhood. The land use plan recommends variations from the Comprehensive Plan, addressing specific neighborhood-level concerns and issues. These issues require a more detailed level of analysis and recommendations than the county-wide Comprehensive Plan can provide.

The following major objectives and recommendations are addressed by the Land Use Plan.

- a. A general land use policy which provides stronger boundaries between commercial and

Executive Summary

residential, as well as commercial and industrial, uses. The plan takes into account the current mixed use of such thoroughfares as East Washington Street and Brookville Road, as well as the solidly residential areas which border them. An attempt is made to provide a strong delineation of each use, so that a better understanding of how different uses should or should not interact.

- b. Recommends removal of some areas of light industrial use. These areas, largely along the former Conrail Railroad right-of-way and along Ritter Avenue south of the B & O Railroad, are either generally residential in nature, or front on a major street where this use is inappropriate.
- c. Acknowledges and denotes the "special uses" in Irvington (churches, schools, cemeteries, public buildings) which play such an important role in the community. The current Comprehensive Plan does not note these uses. This plan "ratifies" their location and land use in Irvington.
- d. Acknowledges the use of Irving Circle as a park (the current Comprehensive Plan notes the circle as low-density residential).
- e. Recommends proper land use designations, legitimizing existing land uses that are compatible with neighborhood development. Two specific examples of this are:
 - i. Acknowledgment and notation of the mixed residential/ commercial nature of East Washington Street. The vintage apartment buildings east of Irvington Avenue are noted to draw attention and provide a measure of protection to these unique attributes in Irvington. Similarly, blocks along East Washington Street east of Irvington Avenue are shown as multi-family residential where concentrations of large old homes still exist.
 - ii. Acknowledgment and notation of the important commercial nodes located at:
 - 10th Street and Emerson Avenue

Executive Summary

- 10th Street and Arlington Avenue
- Michigan Street and Emerson Avenue
- Audubon Road and Bonna Avenue.

The current Comprehensive Plan shows each of these areas as "low-density residential". In addition, areas along East Washington Street west of Irvington Avenue are shown as commercial--a function that they currently and appropriately serve (again the Comprehensive Plan shows residential use for these areas).

- f. Recommends commercial use along Brookville Road from Downey to Webster Avenue. Due to the industrial use on the south side of Brookville Road and the traffic along the thoroughfare, commercial use would function more appropriately than residential use. Properly screened and maintained, commercial use could form a buffer between residential areas to the north and high-intensity industrial use to the south.
- g. Expansion of industrial use in the southeast sector of the neighborhood from the 6300 block of Brookville west to Webster Avenue. This provides land for industrial expansion. The current mobile home park, although fairly well maintained, is not located in a suitable area (as it is surrounded by industry). In the long-term, this use should relocate to allow the potential for new business location.
- h. A large square area, roughly bounded by Ritter Avenue, the B & O Railroad, Audubon Road and Brookville Road is shown on the Comprehensive Plan as commercial. The area currently is an inappropriate mix of commercial, industrial, residential and vacant land. The commercial area is recommended to be reduced to:
 - Both sides of Ritter Avenue,
 - The area south of Shimer Avenue.The remaining area is recommended for multi-family use. This use would more appropriately buffer the single-family areas to the north, west and east from the more intense commercial use along Ritter Avenue and Brookville Road.

Executive Summary

- i. Reuse of the former Conrail Railroad right-of-way as an improved Bonna Avenue, connecting or intersecting with several dead-end streets. Such a development would provide more local east-west and north-south accessibility in the neighborhood. Such a project would also present the potential for infill housing on either right-of-way or in vacant areas flanking the former railroad.
- j. Recommends specific areas off East Washington Street in the commercial "core" where service/ customer parking could be located or redesigned to aid businesses in the area. These areas would also have the least impact on bordering residential areas.
- k. Maintains the residential aspects of Irvington. The land use plan works to contain commercial uses to commercial areas by not noting any inner-neighborhood commercial use, save the historic commercially used area of Audubon Road and Bonna Avenue.

The land use plan depicts the optimum development for the strongly residential, yet multifaceted neighborhood. The plan should act as a guide to better land use decisions. The land use plan is specifically developed to be used in tandem with the proposed zoning plan, design schemes, and recommended improvements ("actions") for the neighborhood. These plans coordinate development and help to provide recommendations for the future growth of the area.

3. ZONING PLAN

The plan blends development objectives, design schemes, land use plan and zoning into inter-related segments of the overall neighborhood plan scheme. The following are general recommendations for zoning changes, based upon proposed land use and development, and upon the desire to eliminate present conflicts. The zoning plan is designed to accomplish the following:

Executive Summary

Goal:

Match land use decisions with appropriate zoning classifications.

Objectives:

- a. Properly zone properties whose use, although appropriate, is not matched by appropriate zoning classification.
- b. Downzone certain commercial uses to a lower classification to better support the most appropriate range of uses throughout the neighborhood.
- c. Upzone segments of the neighborhood where present zoning classifications are outdated and inappropriate for the area of the neighborhood in question.

PURPOSE

The Irvington Neighborhood encompasses an area bounded by Emerson Avenue on the west, Brookville Road/Bonna Avenue on the south, Kitley Road and Edmonson Avenue on the east, and East 10th Street on the north. The neighborhood, one of the oldest "suburbs" of Indianapolis and former site of Butler University, is one of the more unique and historic of the City. The neighborhood has undergone many changes throughout its 102-year history. Today the neighborhood exhibits the problems and potentials of an older neighborhood that has experienced both obsolescence and revitalization, as well as developmental and sociological changes since World War II.

Neighborhood planning is done to encourage the maintenance and enhancement of a particular neighborhood. Physical deterioration of structures and public improvements, social and economic change, and a need for a revitalization of commercial facilities have created the need for a plan which can assist in developing guidelines for the coordination of resources and definition of neighborhood revitalization and development goals. Through planning, a guide for the future growth of the neighborhood can assist in developing a partnership between the city and neighborhood in accomplishing the recommendations set forth in the plan.

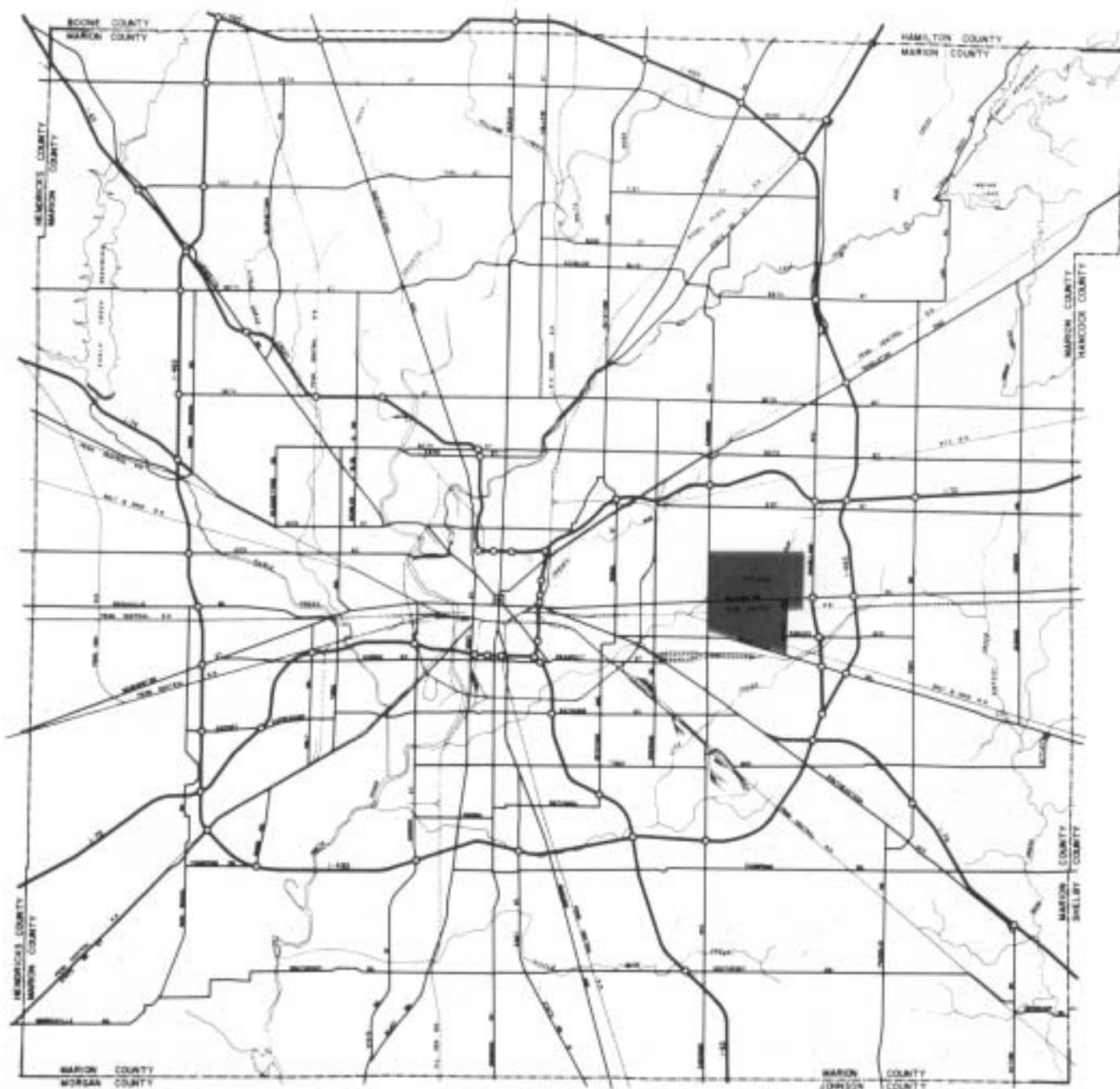
Once the plan is officially adopted by the Metropolitan Development Commission, it can serve as the guide for implementation of public improvement programs, private investments and neighborhood self-help programs.

An important outcome of the plan hopefully will be the increased level of neighborhood interest and involvement in their area. This interest can result in an organized neighborhood association, which can actively pursue the improvements noted in the plan's recommendations.

III. NEIGHBORHOOD PLANNING AND THE NEIGHBORHOOD PLAN

Neighborhood planning is a catalyst for neighborhood activity. It draws attention to the fact that people and governmental agencies are concerned with the future of the community, and sets the stage for continuing community-government cooperation.

The Division of Planning has a staff of neighborhood planners assigned to work with the neighborhoods of Indianapolis. These planners bring to the City Administration the concerns and perspectives of the neighborhoods; they are responsible for informing residents about public actions under consideration in their neighborhoods; and they give information to the residents about how and where to affect those decisions. Planners offer technical assistance to the neighborhoods and can also help to coordinate activities of various public and private agencies



IRVINGTON NEIGHBORHOOD PLAN

MAP 1 / LOCATION

The preparation of this map
was financed in part by
a Community Development Block Grant



August 1988

Department of Metropolitan Development
Division of Planning
Indianapolis Marion County, Indiana



IRVINGTON NEIGHBORHOOD PLAN

MAP 2 / BOUNDARY MAP



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Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

within the neighborhood.

The neighborhood planner's prime responsibility is to work with neighborhood residents, organizations and business people in the preparation of neighborhood plans for selected areas.

- 1) A neighborhood plan is a refinement of existing plans (Comprehensive Plan, Thoroughfare Plan) which affect the neighborhood but not a replacement of the countywide concerns reflected in them.
- 2) A neighborhood plan works with the existing neighborhood conditions to maintain its positive and eliminate its negative aspects.
- 3) A neighborhood plan balances the desires of citizens with the feasibility for implementation of those desires.
- 4) A neighborhood plan is a tool to guide future neighborhood improvements. Although the plan itself does not order action, it outlines the necessary steps to bring about implementation.
- 5) A neighborhood plan is based on a schedule of recommendations that will improve the quality of the community.
- 6) A neighborhood plan is a technical document which portrays useful data and information for a neighborhood, planners, city agencies, and other interested individuals.
- 7) A neighborhood plan is the product of a planning process utilizing the assistance of the neighborhood. The process enables professional planners to develop alternative planning strategies based on sound planning concepts for the utilization of land and the provision of services.

The product of neighborhood planning then is a final report document which reflects the steps required for long-term improvement.

A. THE PROCESS

The staff of the Division of Planning, Department of Metropolitan Development and representatives of the Irvington Neighborhood have worked together in preparing this document. The process followed in developing the plan was:

- A. Preparation of a data inventory,
- B. Identification of existing conditions, assets, and liabilities,
- C. Establishment of goals,
- D. Preparation of planning recommendations,
- E. Review and updating of recommendations,

- F. Final preparation of the plan and review by agencies and groups involved,
- G. Adoption by the Metropolitan Development Commission.

B. IMPLEMENTATION

The implementation of recommendations as contained in the plan will require the cooperation of many agencies both public and private. The plan does not necessarily reflect funding capabilities of the City of Indianapolis or other governmental or private agencies and does not imply the projects will be completed within the time frame indicated. The recommendations address the neighborhood's needs and aspirations within the context of the policies and resources of the community as a whole.

The recommendations included in this neighborhood plan will serve as a reference for public agencies in preparation of their capital improvement budgets. Private individuals and businesses will be able to use this plan to evaluate and direct investment in the neighborhood. Likewise, the neighborhood itself will be able to measure and channel proposed improvements.

SECTION ONE

HISTORICAL SUMMARY OF THE IRVINGTON NEIGHBORHOOD

Located approximately five miles east of Monument Circle on Washington Street, the Irvington Neighborhood draws its name from Washington Irving, settler and developer Jacob Julian's favorite author whom he named his new community for in 1873. The neighborhood, bounded by East 10th Street, Emerson Avenue, Brookville Road and Kitley Road/Edmondson Avenue is notable not only for its unique layout and cultural history (it was Butler University's home from 1875 - 1928), but for its mix of homes, churches and shopping - and its parks and parkways (Maps 1 and 2).

The following is an edited version of two Irvington histories: one, a fine history entitled "Irvington: A Classic Suburb" by Irvington resident Michael J. Feeney, the other from a synopsis prepared by Stuart R. Boggs of the Indianapolis Historic Preservation Commission. The blending of these two histories give a good sketch of the history, development and change that has occurred in this unique neighborhood.

During the late 1800's and early 1900's, there began in America a trend toward suburban development. The cultural and financial elitists of the time period desired to set themselves apart from the urban manufacturing and governmental hub of the cities. Irvington was developed originally as an alternative for residential living in the Indianapolis area. The community became known as one of the oldest completely independent suburban communities in the United States.

Around the turn of the century with the increase in population of America's larger cities, suburban bedroom communities began to spring up to meet the needs of those who did not wish to live in the metropolitan centers.

In 1870, Jacob Julian and Sylvester Johnson decided to plan the community of Irvington. On a business trip to Indianapolis from Centerville, Jacob met a minister, Rev. T.A. Goodwin, who suggested he buy a tract of land about five miles from Indianapolis. This land belonged to Jacob Sandusky and could be bought for \$100 per acre. Julian convinced Sylvester Johnson to share in the partnership and, along with Dr. Levi Ritter who purchased eighty acres of farmland, platted the town of Irvington that same year.

The original plat of Irvington was about one square mile. The name "Irvington" was bestowed by Jacob Julian, who admired Washington Irving. 'The name itself bespoke culture and the plans were laid to attract people of culture and refinement. It was to be a beautiful residence suburb and was laid out in large lots, two acres being the average size.' The founders wished to

build a town of residences only. Factories and big business were banned. The cost of houses was to be not less than \$6,000 (Map 3).

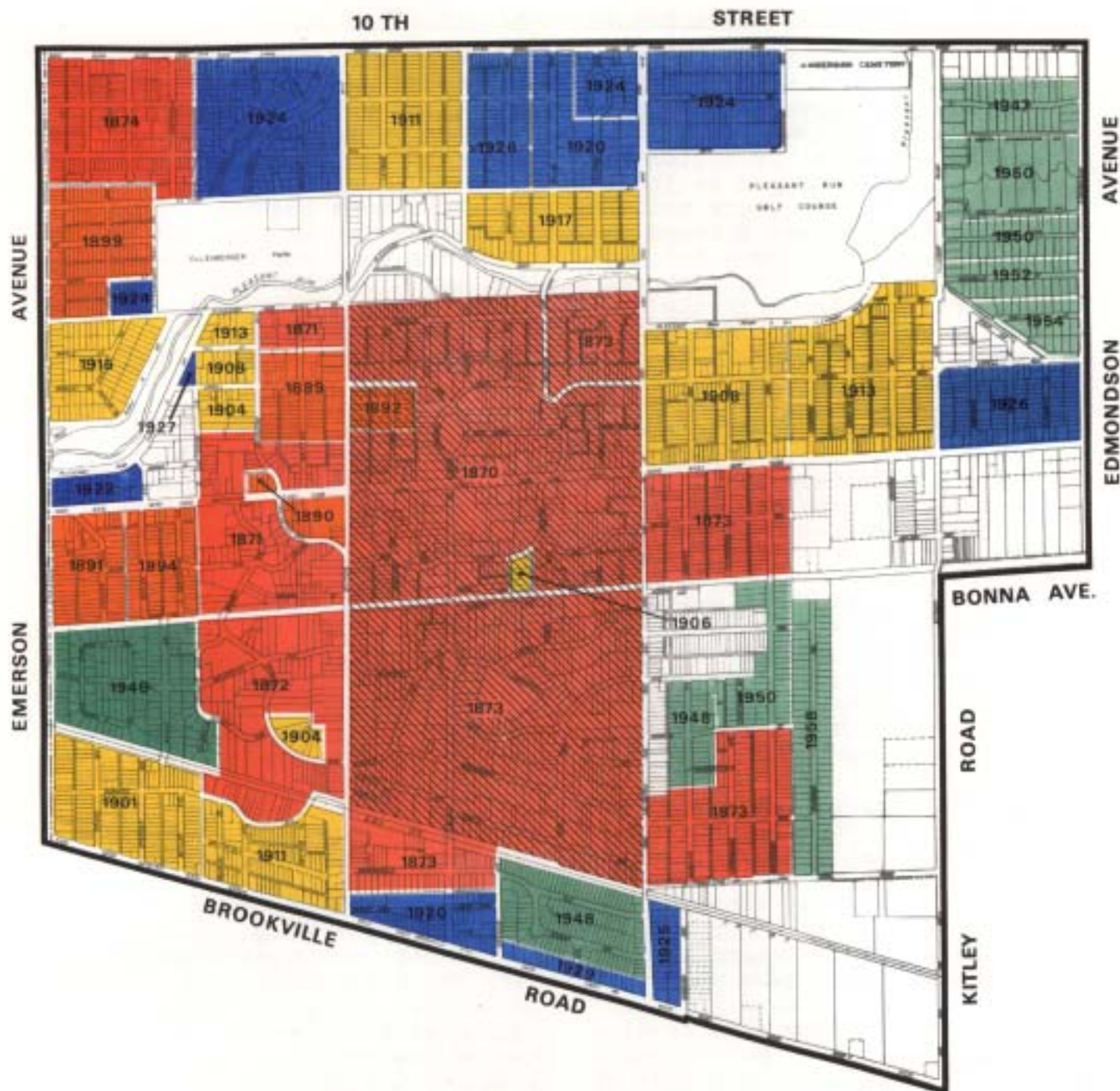
The unusual curved layout of the area is attributed to the Ohio suburb of Glendale, which was not far from Wesleyan Female College where Julian's daughter, Mary, attended school. The inclusion of three circular drives in Glendale is echoed in Irvington's two circles. In Irvington, the largest circle was originally designed for a female college, although it was never used as such (the area is the present location of the Irvington United Methodist Church). The smaller circle has always been a park as it was first intended (see Map 3).

Julian was the partner who gave Irvington its cultural head-start. After naming the town Irvington, he wanted a statue of the author placed in Irving Circle. He was a man of fine tastes and helped develop the town into a center of culture. Sylvester Johnson was a moralist and managed to fight liquor traffic in the area. He was able to have included in the original town covenants provisions that stated no liquor was to be manufactured or sold within the town boundaries. These covenants are still in effect today. Irvington became a town April 7, 1873 and at the first town meeting provisions to plant trees, protect birds, and forbid stock running at large were passed.

At this time Irvington was bounded on the north by 10th Street, on the east by Arlington Avenue, on the south by the C.H. and D. railroad and on the west by Emerson Avenue. The streets in Irvington were named after much planning and forethought. They commemorate old settlers or authors and statesmen. Originally, there was a Central Avenue because it was the center of the town. Later, when Irvington was annexed to Indianapolis, it was changed to Audubon Road because of the number of birds living in the community. What was National Avenue became Emerson Avenue because of the pre-existence of the National Road (see Map 3).

The only means of early transportation were the two railroads which ran 'accomodation lines'. As things grew, a mule-car service was initiated. Five cents carried one to Sherman Drive. With the overhead trolley, Irvington began a new era.

The ideals of the new town were expressed by Jacob Julian: seclusion and aloofness from the turmoil of life, but not isolation. Libraries, society and the simple life were important. The first neighbors agreed with these ambitions and there was a spirit of great friendliness. In 1873, however, the Panic of 1873 befell otherwise well-laid plans. Inflation was so rampant that George Julian's home (still standing at 115 South Audubon Road), cost twice as much as its original estimate. Lots had to be divided and sold and more modest homes built. There were constant quarrels about the schools, a slaughterhouse, the sale



IRVINGTON NEIGHBORHOOD PLAN
MAP 3 / PLATS - HISTORICAL GROWTH OF IRVINGTON

- | | |
|---|--|
|  Original Plat 1870 |  1900-1920 Additions |
|  1870-1880 Additions |  1920-1939 Additions |
|  1880-1900 Additions |  1940-Present Additions |



The preparation of this map was
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 Division of Planning
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of intoxicating liquor, and boundary changes.

The year 1875 brought about a most significant change in Irvington. Butler University opened its doors. Originally, the college was known as Northwestern Christian University and was located at College Avenue and 13th Street in Indianapolis. It was attracted to Irvington by its citizens who gave money and a more suitable campus as inducements. Butler was located in Irvington for 53 years and underwent three name changes. In 1877, the name was changed to Butler University in recognition of a benefactor, Ovid Butler. In 1896 the name was changed to Butler College. In 1905 the college was called the University of Indianapolis. Finally in 1924, the name was changed back to Butler University. The activities of Butler College during those 53 years greatly enriched the cultural and social life of the community.

Although Butler was not the female college for which Julian and Johnson had reserved the north circle of their town, Butler was the first university in the United States to admit women on an equal basis with men. The university also had a quota system which allowed for the admission of a limited number of Black students.

After the arrival of the university, the construction of additional buildings soon became a necessity. In 1901 the need for a library was met by Edward C. and Mary Pruitt Thompson who donated \$40,000 to Butler in memory of their daughter, Bona. Bona Thompson was a Butler student who died shortly after graduation. The library, which was dedicated in December of 1903, was open to Irvington residents as well as students.

In 1909, several buildings existed on the Butler campus. In addition to the main building, there was Burgess Hall, a women's residence hall, a gymnasium, and the Bona Thompson Library.

In 1907, land was acquired by the Christian Women's Board of Missions for the construction of a missionary training school. The Sarah Davis Deterding Missionary School, which officially opened in 1910, gave special training for missionaries to prepare them to work in specific countries. Many who attended Butler University also received credits at the Missionary School. By 1919, Butler University and the Sarah Davis Deterding Missionary School shared 28 faculty members.

Irvington began to be called the classic suburb, and the population was increased by many people who wanted to live near the school. This influx necessarily resulted in a change of policy in the town. Many newcomers could not afford the fine homes built by the original settlers. Irvington needed to meet the demands of the students who lived in the area and many changes resulted.

For about twenty years the population of Irvington had been a community of idealists and scholars. But as the town grew, more and more people moved in. The people of Irvington no longer acted as a whole. Opinions on such points as wandering livestock who freely ate the grass and flowers, streets and sidewalks, fire protection and water supply began to cause divisiveness. Two factions grew up, the Home Rulers and the People's Party, and the final battle line was drawn over the issue of annexation. In 1902, many of the internal needs of the community of Irvington were met by the City of Indianapolis through annexation. In exchange for annexation, the City of Indianapolis promised to build a new high school in Irvington and develop Ellenberger Woods (the area owned by John Ellenberger which extended from Pleasant Run north to 11th Street) into a park. The incorporation of Ellenberger Woods seemed the natural location for a City park since the area had traditionally been used for recreation purposes by Irvington residents since the 1880's. The annexation opened the way for uncontrolled expansion in Irvington. No longer were the ordinances of the town upheld. New problems - problems that befell every city - now began to plague Irvington.

From its earliest days, Irvington was famous for its authors and artists. During the 1920's and 30's the pleasant "country" atmosphere of Irvington attracted a group of Hoosier artists. Seventeen artists known as "The Irvington Group" proved to be influential factors in the development of the art and artists of Indiana, as well as the greater Midwest. Some of the artists, such as Willaim Forsythe, achieved international recognition. Other artists included Clifiton Wheeler and Frederick Polley. Helen Hibben sculptured a bust of James Whitcomb Riley which is on display in the Library of Congress. The list continues with Dorothy Morlan, a landscape artist; water colorists, Carolyn Bradley and Hilah Wheeler; architect Thomas Hibben; and William Forsyth's daughter, Constance. Two contemporary artists include William Kaeser and Charles Yeager. The former still paints in Irvington and exhibits throughout the nation's galleries.

Famous authors from the Irvington area include Hilton U. Brown, who was employed by the Indianapolis Newspapers, rising from reporter to vice president of the corporation. Kin Hubbard, who syndicated 'Abe Martin' in over 300 newspapers, also lived in the area. Authors of children's books include Jean Brown Wagoner, Gertrude Winders and Augusta Stevenson.

Three nationally prominent legal and political figures resided in Irvington. George Julian, six term United States Congressman and Surveyor-General of New Mexico, moved to Irvington in 1873 near the end of a very active political career. D.C. Stephenson, Grand Dragon of the Indiana Ku Klux Klan, lived at 5432 University. Martha M. Zoercher, who resided at 68 Whittier Place, was the first woman allowed to practice law before the Indiana Supreme Court.

Some of the more famous Historic landmarks in Irvington include the original Julian-Clarke Home at 115 South Audubon and the Benton House at 312 South Downey, which is the only home in Irvington currently listed on the National Register. It was the home of a former Butler University president. The Johnson-Kappel House on South Irving Circle was built by the son of Irvington founder Silas Johnson and also was a former sorority house for Butler University. The Graham Stephenson Home is located at 5432 University and was the residence of the prominent klansman, D.C. Stephenson. It has been restored.

The earliest Irvington business district was located on Audubon Road, near the Pennsylvania Railroad and between the two circles located on either side of the National Road. In the early 1900's, the business district was moved to the newly-named Washington Street (the old National Road). A major incentive for the establishment of commercial structures on East Washington Street was the construction of Fire House Number 25 at 5432 East Washington Street in 1903 (the station has since been demolished). The growth of Washington Street as a primary artery through downtown Indianapolis likewise provided a natural draw for business. The town grew steadily for the next twenty years. But in 1928, the end of the town, as many knew it, began.

Butler University decided to move to the more "culturally aware" northside. With this move, the town changed from an area for the culturally elite to a town of working class neighborhoods. The loss of Butler as an economic base for the community caused several changes in the area. There was no longer a major employer in the area, therefore the economic base had to change. Those artists and poets who thrived on the serenity of the area moved to other parts of the City, and in many cases, out of the City. With the change of land ownership, speculation began in the area. Many fine estates were subdivided, and substandard housing was built.

Religious institutions have traditionally been well represented in Irvington through the establishment of seven churches: the Downey Avenue Christian Church, the oldest congregation in Irvington; the Irvington United Methodist Church, which occupies the north circle; the First Baptist Church of Irvington; Irvington Presbyterian Church; Our Lady of Lourdes Catholic Church; Fourth Church of Christ Scientist; and the Ritter Avenue Independent Baptist Church.

The incorporation of urban planner George Kessler's plans into the residential boulevard of Pleasant Run Parkway added a finishing touch to the already developed suburb of Irvington. Plans for a parkway system were considered as early as October of 1895 when Frederick Law Olmstead and his son arrived in Indianapolis at the request of the Park Board. They were asked for their opinions on the future development White River and

Fall Creek. However, it was not until George Kessler was hired in 1909 that a direct boulevard was planned to link Ellenberger Woods (now Ellenberger Park) with Garfield Park. The primary objective of Kessler's boulevard plan was to promote the preservation of low-lying areas along Pleasant Run. In so doing, he provided a winding, tree-lined boulevard which gently slopes down to the creek and permits a natural setting within the suburb. The gently curving lines of the parkway nicely echo the curved streets of the original Irvington plat.

The extensive construction of duplex residences in Irvington began as early as 1894 at 5317-5319 University Avenue. The majority of these houses are wood frame Queen Anne, and American Four-Square style structures built to house the owner's family on one side and create an income-producing rental on the opposite side. Many times these were occupied by a Butler faculty member and his family. Later, these units became speculative as owners moved elsewhere in the City and began renting both sides of the structure to Butler students and faculty. The duplexes continued to infill the entire town throughout the 1920's. They were followed by the development of American Bungalow style homes which caught on rapidly in Irvington.

International Harvester opened its Brookville plant south of Irvington in 1937. With the development of this industrial complex, Irvington became even more typically a part of Indianapolis. The typical resident of the neighborhood no longer was a professor or college student, but a middle income family man who worked at one of the nearby factories. Housing built since this time has infilled Irvington with small cottage-type "bungalows" typical of the post-war years.

With the change of the employers in the area, the change in housing, and overall change in the lifestyle of the residents, a totally different Irvington evolved. The Town found that it had lost its identity. Instead of being a separate entity near Indianapolis, it became simply a part of the growing metropolis. During this period, large manufacturing concerns built factories on the fringes of the town boundaries and began to draw employment from this newly designed area. The Town of Irvington no longer had the power to govern itself and the Indianapolis City fathers, while concerned, were trying to meet the needs of a growing City much larger than Irvington alone.

To the credit of the local lenders, there were some stabilizing forces at work in the area. Community Hospital became a major employer in the area and helped to hold down any further subdivision speculation. The City developed a golf course, (Pleasant Run) on the eastern edge of the community. The private development of two shopping centers, (Irvington Plaza and Eastgate) also helped slow down the out-migration of Irvington's populace. However, in spite of these things,

Irvington was in for some troubled economic times. The stores on Washington Street began to suffer because of lack of adequate and poorly designed parking and the development of newer more modern suburban shopping centers. Just as the 1880 shops along Audubon Street declined with the development of the commercial strip of the National Road (Washington Street), so these in time faded with the advent of the large 1960 Eastgate and the enormous 1974 Washington Square development. The commercial strips of the '30's followed the street-car lines. People would ride from downtown along the linear spokes, exit the street car, shop at the stores and continue down the side streets to their houses. Today's shoppers have the "convenience" of the car. They need not follow the straight lines of the street car routes.

The churches, while still existing, were concerned that their members were now moving out. These churches had to change to meet the needs of the new and different social structure, since the needs of this new working class were very different from the elite who began the town.

Over the course of the next 40 years, the face of Irvington changed drastically. Many of the fine older homes were either torn down or crowded in by smaller, less expensive homes. The fine bricked streets fell into disrepair and were patched and then paved over. The town fathers, unable to create any changes or stop the development, became merely figureheads. The residents themselves, because of concerns with World War II and their own economic needs, allowed the area to develop without guidance.

With the 1970's came the awakening of the American public to the need to preserve its heritage. Nationwide, there appeared a new interest in refurbishment, restoration and preservation. Young people, who once spent so much time rearing large families, now devoted more time for themselves - time to put into the restoration of an older home and time to devote to the community and its affairs. There was also a new desire to stay in the city. Whether this desire was forced by rising costs and shortages or because of a more ethereal desire cannot be ascertained. Beginning in the 70's and continuing today, we find in Irvington, as well as other older areas, a desire to preserve.

Restoration and revitalization began very slowly in Irvington. Having started, it progressed very steadily. The area was not in the state of disrepair that characterized many other urban areas. This fact helped Irvington in that not as much reconstruction needed to be done. On the other hand, because blight was not a concern in Irvington, the situation was not immediate and therefore the suburb was not as attractive to those who were interested in refurbishment. Irvington was set apart from other areas of Indianapolis because it was still a very solid working

class neighborhood with little vacancy and no abandoned property per se. These factors influenced the way in which the redevelopment of Irvington is taking place.

The restoration in some areas has been very good and efforts are continuing to retain some of the historic landmarks. The Benton House, the South Irving Circle, the large denominational churches, the Children's Guardian Home and the new forestry program are excellent examples of progress which is being made. These efforts are at times sporadic and lack the needed leadership, however. Some citizens of Irvington show a keen desire and ability to accomplish the tasks before them. A sense of community pride needs to be strengthened. This weakness is not endemic to Irvington, but has always been a problem in redevelopment projects.

SECTION TWO
SIGNIFICANT FEATURES/FOCAL POINTS
IRVINGTON

In looking at the Irvington Neighborhood, significant features or structures provide "landmarks" which give the area a unique character. The following features do act as focal points for the neighborhood (The numbers listed here match those illustrated on Map 4.)

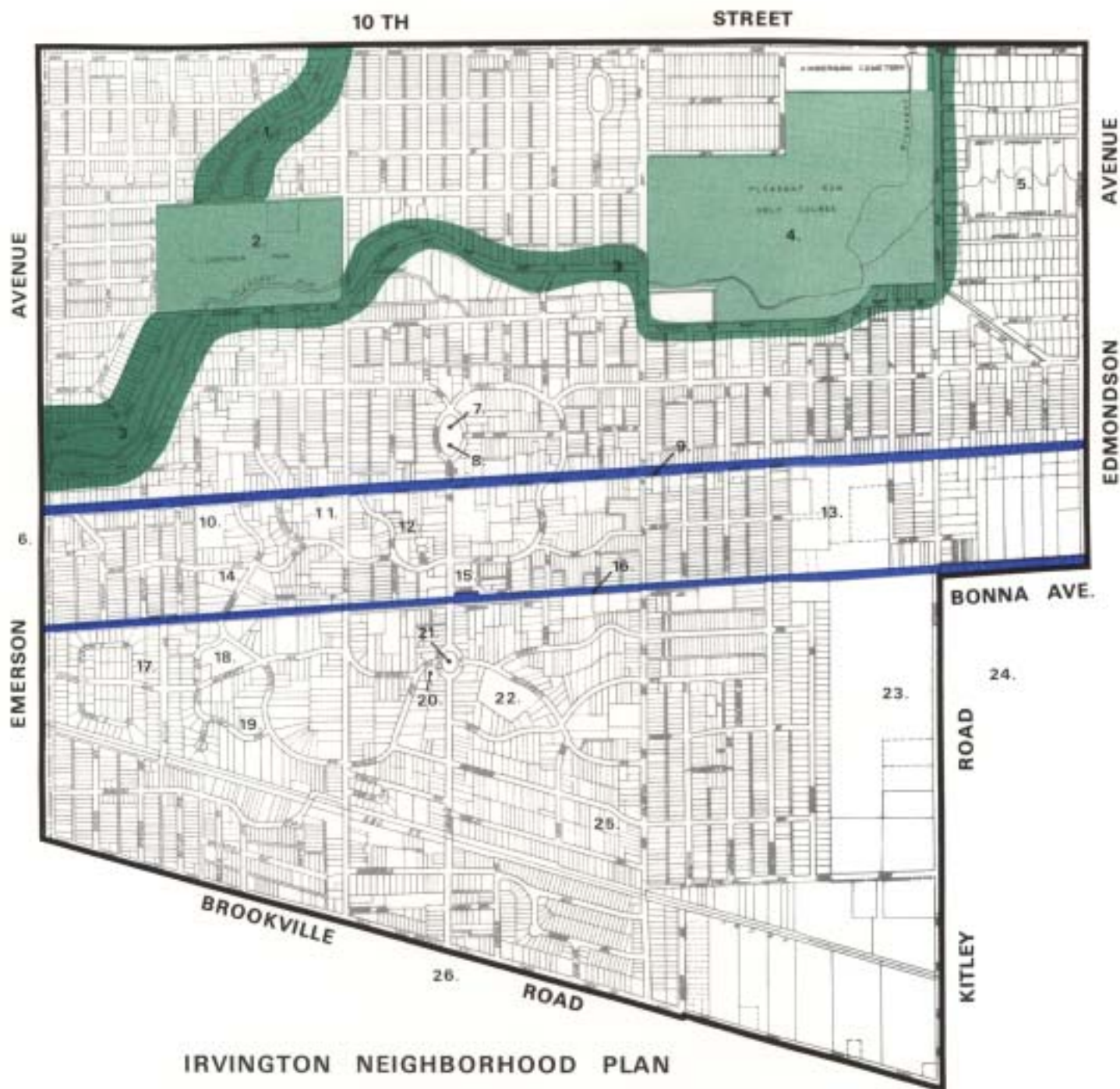
1. Ellenberger Parkway - Curving along a natural ridge, this scenic, divided parkway in the northwestern portion of the neighborhood is an example of the careful attention to natural features present in Irvington's planning and development. The fine brick homes which line the parkway are also notable.
2. Ellenberger Park - Connected by Pleasant Run Parkway to both Pleasant Run Golf Course and Christian Park, this large public park is among the most scenic in the City. Named for John Ellenberger, an early settler who purchased the land in 1853, the land was purchased by the City for a park in 1909. Rolling hills, Pleasant Run, and large trees are among the amenities of the park, as are its many facilities including an ice skating rink.
3. Pleasant Run and Pleasant Run Parkway - The scenic, natural feature of Pleasant Run is viewed along the tree-lined parkway which winds along it through the northern portions of the neighborhood. Large, expansive homes line the parkway and overlook the stream. The parkway also acts as a greenbelt link between Christian and Ellenberger Parks and the Pleasant Run Golf Course.
4. Pleasant Run Golf Course - This large public Golf Course is a major focal point to Irvington. Located in the northeast section of the neighborhood, it is used not only for golfing, but for passive recreation as well as cross-country skiing.
5. Warren Park - A portion of this study addresses the southern one third of Warren Park - an "Included" town in Indianapolis/Marion County under "Unigov". This portion of the town features large brick, ranch-style homes on expansive lots. Springbrook Drive is a unique "parkway" which parallels a stream.
6. Thomas Carr Howe High School - Bordering the Irvington Neighborhood to the west, Howe High School serves both as the area's public high school and a major community focal point. Built in 1938 (and expanded in 1975), this school takes full advantage of its unique site along Pleasant Run in both building design and land use.

7. Irvington United Methodist Church - Occupying a commanding site on the "north circle", this well-designed structure (built in 1926) is an excellent example of the English Gothic architectural style. This church serves as a visual "anchor" to the northern portion of Audubon Road.
8. The Forrest/Howe Residence - Although now a part of the Irvington United Methodist Church complex, this 1908 English-Tudor home remains in excellent condition and provides the northern focal point (along with the church) of Audubon Road.
9. East Washington Street - The major east-west arterial for the east side of the City, this thoroughfare bisects the neighborhood. The street is not only a major traffic arterial, but a commercial/residential corridor as well. The high traffic volume and many businesses and apartments make this the most visible portion of the neighborhood.
10. Our Lady of Lourdes Catholic Church and School - One of several major churches in the neighborhood, Our Lady of Lourdes is highly visible from its Washington Street frontage. Many area children attend its parochial school.
11. Irvington Masonic Temple - Anchoring the southeast corner of East Washington Street and Johnson Avenue, this brick structure is the tallest (and largest) commercial/public building in the old commercial area of East Washington Street and acts as a visual "landmark".
12. Irvington Presbyterian Church - Another major church in the neighborhood, the large well-designed limestone structure is a major focal point. The church's meeting rooms host many neighborhood functions. The church's central location at 55 Johnson Avenue is also an asset.
13. Irvington Plaza - This large outdoor shopping plaza has served as an anchor for the eastern portion of East Washington Street (and the neighborhood in total) since its development in the early 1960's.
14. Board of Church Extension Building - The well-designed, semi-public building echoes the curving streets in this portion of Irvington through its curvilinear walls and blends well with the surrounding neighborhood.
15. The Julian House - Built in 1873 by Irvington founder George Julian, this impressive Italianate-style mansion commands this portion of Audubon Street. The structure, currently unoccupied, expresses the early opulence of Irvington.
16. Former Conrail (Pennsylvania) Railroad Right-Of-Way -

Paralleling Washington Street approximately two blocks to the south, this former right-of-way functioned as a major railroad line in the late 19th/early 20th centuries. The railroad subdivided the neighborhood and created several dead end access roads which today hinder access through this portion of Irvington.

17. Butler University Plaque - Located at the northwest corner of Butler and University Avenues, the plaque commemorates the site of Butler University from 1875 - 1928.
18. Bona Thompson Library - Built in 1903, this classically designed building is the only remaining building from the Butler College Campus.
19. Graham/Stevenson/VanBuskirk Residence - Built about 1900, this was the home of D.C. Stevenson, Grand Dragon of the Ku Klux Klan from 1923 to 1925. In the late 1920's, it served as living headquarters for several fraternities and sororities of Butler College. The massive columns demand attention from the street
20. Benton House - Built in 1873, this large French Mansard-style home features a tower entrance. Restored in 1968, the building today is a museum and home of the Benton House Association.
21. Johnson/Kappel House - Another of the large brick homes which were built during Irvington's early development, this home is of the Neo-Jacobean style and is intricately (and uniquely) detailed. The home provides a strong southern focal point to Irving Circle.
22. Irving Circle - Surveyed by Sylvester Johnson and Jacob Julian in 1871, this southern "circle" forms a unique vista, connected by Audubon Street with the northern circle on which the Methodist Church is situated. A bust of Washington Irving, namesake of the neighborhood, graces the pleasant park.
23. County Children's Guardian Home - The large public facility exists in the center of the old residential section of Irvington and has a campus-like atmosphere.
24. Kitley Road Industrial Area - Bordering Irvington to the south and southeast is an expansive and active industrial area. Kitley Road offers a good view of the City's east-side industrial base and serves as an access from the plants to Washington Street and the nearby interstate system.
25. Ford Motor Company Plant - The large automotive plant borders the neighborhood to the southeast and provides many jobs to area residents.

26. The Kile Oak Tree - Situated in the southeastern residential section of Irvington, the tree is the second largest Burr Oak tree in the state. The site on which the tree stands was purchased in 1901 by Mr. O.W. Kile for the sole purpose of preserving the massive oak.
27. International Harvester - The sprawling tractor/heavy machinery plant is a major source of employment, not only for Irvington, but the City as well. The plant borders Irvington directly to the south.



IRVINGTON NEIGHBORHOOD PLAN

MAP 4 / SIGNIFICANT FEATURES / FOCAL POINTS

- | | |
|---|------------------------------------|
| 1. Ellenberger Parkway | 14. Board of Church Extension |
| 2. Ellenberger Park | 15. Julian House |
| 3. Pleasant Run and Pleasant Run Parkway | 16. Former Conrail Railroad R.O.W. |
| 4. Pleasant Run Golf Course | 17. Butler University Plaque |
| 5. Warren Park | 18. Bona Thompson Library |
| 6. Thomas Carr Howe High School | 19. Benton House |
| 7. Forrest/Howe Residence | 20. Johnson/Kappel Residence |
| 8. Irvington United Methodist Church | 21. Irving Circle |
| 9. East Washington Street | 22. Children's Guardian Home |
| 10. Our Lady of Lourdes Roman Catholic Church | 23. Kitley Road Industrial Area |
| 11. IPS School 57 | 24. Ford Plant |
| 12. Irvington Presbyterian Church | 25. Kile Oak Tree |
| 13. Irvington Plaza | 26. Navistar Plant |



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August, 1998
Department of Metropolitan Development
Division of Planning
Indianapolis Marion County, Indiana

SECTION THREE

DEMOGRAPHIC ANALYSIS

I. INTRODUCTION

In attempting to assess the recent developments and current status of the Irvington Neighborhood, it is necessary to look at the characteristics of the population and any changes that have occurred there, as well as the physical aspects of the area. This section of the plan analyzes and summarizes the demographic changes which have taken place in not only the entire neighborhood, but within individual census tracts as well. The neighborhood will first be analyzed, then broken down into each specific census tract. Appendices A and B provide the raw figures for this analysis, while Map 5 illustrates the four complete (and one partial census) tracts that will be analyzed.

II. DEMOGRAPHIC PROFILE

While both Warren Township and Marion County as a whole experienced net increases of 48% and 10% respectively in their populations in the period 1960 - 1980, the population of Irvington decreased by 17% (2,254). The majority of this loss occurred in the 1970's when 2,043 persons migrated out of the neighborhood. This is consistent with - though more extreme than - County demographic trends during the decade of the 70's. While Warren Township's population increase slowed to 4%, Marion County actually lost 3% of its population.

This population loss in Irvington was consistent across all age groupings in the 1970's, but most pronounced in the under-twenty-year-old group. Whereas this age cohort constituted 33% of the Irvington population in 1970, only 27% of the residents were under 20 in 1980. Once again, this trend is similar to both the County and Warren Township trends - only more pronounced.

Although the 60-year-old and older population of Irvington decreased in absolute numbers by 352 persons, it comprised 23% of the total in 1980, as compared to 20% in 1960. Warren Township and Marion County experienced both an absolute and percentage increase in this age group. Yet the 60-year-old and over population stood at only 15% of the total in 1980. Since at least 1960, the Irvington population has been older than that of the county and appears likely to remain so.

Irvington is essentially a White, middle-class neighborhood. Blacks account for approximately 2.5% of the residents - about the same percentage that obtained in 1960 - despite the fact that almost one-quarter of the Black population moved away from

10 TH

STREET

AVENUE

AVENUE

EDMONDSON

BONNA AVE.

ROAD

KITLEY

EMERSON

BROOKVILLE

ROAD

3610

3607

3611

3612

3613

3614

IRVINGTON NEIGHBORHOOD PLAN

MAP 5 / CENSUS TRACT BOUNDARIES



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Division of Planning
Indianapolis-Marion County, Indiana

the neighborhood between 1970 and 1980. The number of other ethnic minorities living in the area is statistically insignificant.

The neighborhood has a relatively strong family orientation. 65% of all persons over the age of 14 years are married, as compared with only 60% for Marion County. Reflecting local as well as national trends, the percentage of married residents decreased rather substantially from 1960 to 1980 (75% to 65%). This drop, however, was less than the decrease of 14 percentage points experienced at the County level. Between 1960 and 1980, the number of divorced individuals rose at a slower rate than the County. In Irvington this figure rose from 3.8% of the population over 14 years of age to 10.6%, while the percentage increase for Marion County was from 2.5% to 11.0%.

Due to changing life styles and economic pressures, there has been a strong movement toward rental housing in virtually every section of the County. Each Census over the past twenty years has shown significant increases in both the number of rental units and their percent share of the housing stock. Since 1960, rental properties have increased 54% in the County as a whole and over 200% in Warren Township.

The Irvington neighborhood has traditionally been an area where most households owned the houses in which they resided. The same is true today. Despite a slight loss of owner-occupied housing (and a concomitant rise in rental units) in the 1960's, the trend was reversed in the 1970's so that, by 1980, 70% of the housing stock was owner-occupied and 30% renter-occupied. This is approximately the same mix of housing that existed in 1960. Another indication of the stability found in the Irvington neighborhood is the fact that its vacancy rate is only about one half the County average.

One of the more significant demographic phenomena emerging in the 1970's was the change that occurred in the rate of household formation. Even though the County's population decreased by 3.4%, the number of households increased by 11%. Warren Township's population increased a modest 4%. Yet the number of households residing in the township increased by 23%. This fact is variously explained by life style changes, positive economic factors and the maturation of the "Baby-Boom" generation.

The same phenomenon was apparent in Irvington. Although the area lost 14% of its population between 1970 and 1980, the number of households residing there remained constant. The number was, in fact, virtually the same as it was in 1960 and lends further evidence of the neighborhood's stability.

In 1979, the median family income for residents of Irvington was \$20,968.00. This figure is 21% higher than the County median, but almost 7% lower than the Warren Township median of

\$22,380.00. To a certain degree, these figures are a reflection of educational attainment statistics for the neighborhood. Over 71% of adults over 25 years old had at least a High School education in 1980. This compares favorably with a 67% rate for the County and is the same as the Warren Township rate. However, 46% of these High School graduates also had at least one year of college education, while only 39% of Warren Township residents and 45% of Marion County residents 25 years old and over had similar achievement levels.

In summary, Irvington has remained an unusually stable, middle-class neighborhood over the past generation - a time of substantial changes in the demographics of Marion County. Its homogenous population is generally older, better educated and more affluent than that of the County as a whole. Whereas a seventeen percent loss in population might infer a denigration in a neighborhood's desirability, this does not seem to be the case in Irvington. Its population loss would appear to be uniquely a function of household size, which also decreased by 17% over this period, rather than a general disinvestment in the neighborhood. Its attractiveness as a residential neighborhood is attested to by both a significantly high percentage of households owning their homes and a very low vacancy rate. Indications are that these qualities will remain part of its urban environment.

III. IRVINGTON SUBAREA DEMOGRAPHICS

To solely examine the overall characteristics of the Irvington neighborhood is to ignore many of the diversities that truly stamp it as unique. Because this diversity is best discovered at the sub-neighborhood level, the following will take a closer look at each of the sub-areas in Irvington in the hope of better understanding the individual elements which, in composite, constitute the character of the neighborhood (Map 6).

Because the Irvington subareas do not conform to Census Tract boundaries, it was necessary to look to Census Block data for the necessary demographics. At this level, the variety of data available is unfortunately limited. Due to the Bureau of the Census' concern for confidentiality, some data are also suppressed, with the result that they will differ in sum from the overall Irvington data which are taken from whole Census Tract information. These differences, however, are not substantial and do not deviate from conclusions drawn at the neighborhood level.

Subarea #1

This subarea is located north of Pleasant Run in the western

part of the neighborhood. With a 21% share of Irvington's population (2,823), it contained virtually no minorities in 1980. This population was considerably older than the average for Irvington with almost as many residents being 65 years old and over (620) as there were youth under the age of 19 (664).

Not surprisingly, nine out of every ten households owned the home in which they resided. The area's stability is attested to by a vacancy rate of less than 1%.

Subarea #2

This subarea is situated in the northeast section of Irvington and is comprised of the residential areas east and south of Pleasant Run Golf Course. Although separated from Subarea 1 by a major thoroughfare (Arlington Avenue) and less populated, it is in most ways very similar.

There were only eight minorities among its population of 1,466 in 1980. 21% of the area's residents were 65 years old or over, while 22% were under the age of 19 years. Like Subarea 1, there is a very high percentage of homeowners with only 17% of its households renting their homes. In 1980, there were only 9 vacancies in its stock of 1,458 housing units.

Subarea #3

This subarea is the largest of the five Irvington subareas both in terms of land area and population, which constitutes 44% of the neighborhood's residents. Of its 5,784 inhabitants, only 160 (2.8%) are minority, with half being Black. The age profile of this subarea closely parallels the profile of the neighborhood as a whole with 27% of residents being under 19 years old, and 16% sixty-five years old and over. This subarea has the lowest percentage of owner-occupied housing in the Irvington neighborhood. Forty-three percent of units are rented. It also has a vacancy rate (9.8%) that is more than twice the neighborhood figure of 4.1%.

Subarea #4

Subarea 4 is situated in the eastern portion of Irvington, south of Washington Street. It contains the only significant concentration of minorities in the neighborhood. Its Black population comprises 12.3 percent of all residents in the subarea. The population also tends to be younger than the neighborhood average with 27% being under nineteen years of age and 12.6% being sixty-five and older. Its housing stock is principally owner-occupied. Only 21% of households in the subarea rent their homes. Although the vacancy rate in this area is high for Irvington at 6.4%, it is appreciably lower than the County rate of 7.5%.

Subarea #5

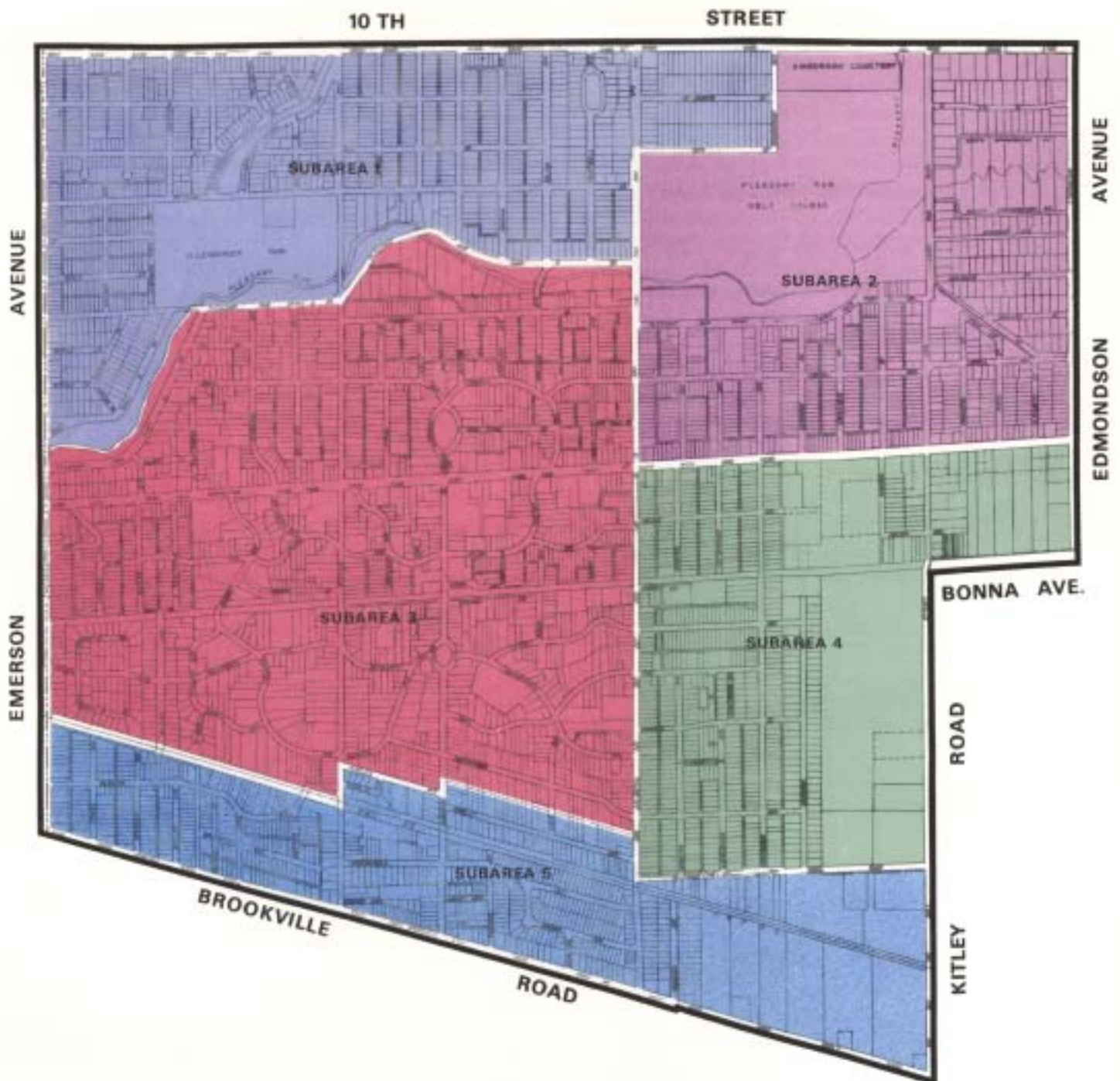
This final subarea constitutes the southern boundary of the Irvington neighborhood and lies between Brookville Road and the Baltimore and Ohio railroad tracks.

In terms of average age, it is the youngest subarea in Irvington. Over 30% of its residents are eighteen years old or less, while only 10.6% are sixty-five or older. Seventy-one percent of the households residing here own their own homes. However, its vacancy rate at 11.1% exceeds both the Irvington and County averages.

CHART I

IRVINGTON SUBAREA DEMOGRAPHICS

	<u>Subarea_1</u>	<u>Subarea_2</u>	<u>Subarea_3</u>	<u>Subarea_4</u>	<u>Subarea_5</u>	<u>Total</u>
Population	2,829	1,466	5,784	1,523	1,609	13,211
White	2,823	1,458	5,624	1,326	1,567	12,798
Black	0	1	81	187	37	306
0-18 Yrs.	664	326	1,592	405	486	3,473
65 and +	620	300	944	192	170	2,226
Units	1,161	621	2,550	625	683	5,640
Owner	1,026	507	1,375	470	450	3,828
Renter	125	105	1,036	125	183	1,574
Vacant	9	9	135	30	58	233



IRVINGTON NEIGHBORHOOD PLAN

MAP 6 / SUBAREA BOUNDARIES



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August, 1986

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Indianapolis Marion County, Indiana

SECTION FOUR

EXISTING CONDITIONS

After reviewing the development and changes which have historically occurred in the Irvington neighborhood, an analysis of current conditions was undertaken. This analysis, accompanied by maps, illustrates the current status of the neighborhood. The information gathered here helps both planner and resident assess where the neighborhood "stands" today. From this information, a specific plan for improvement and further growth of the Irvington neighborhood can be developed.

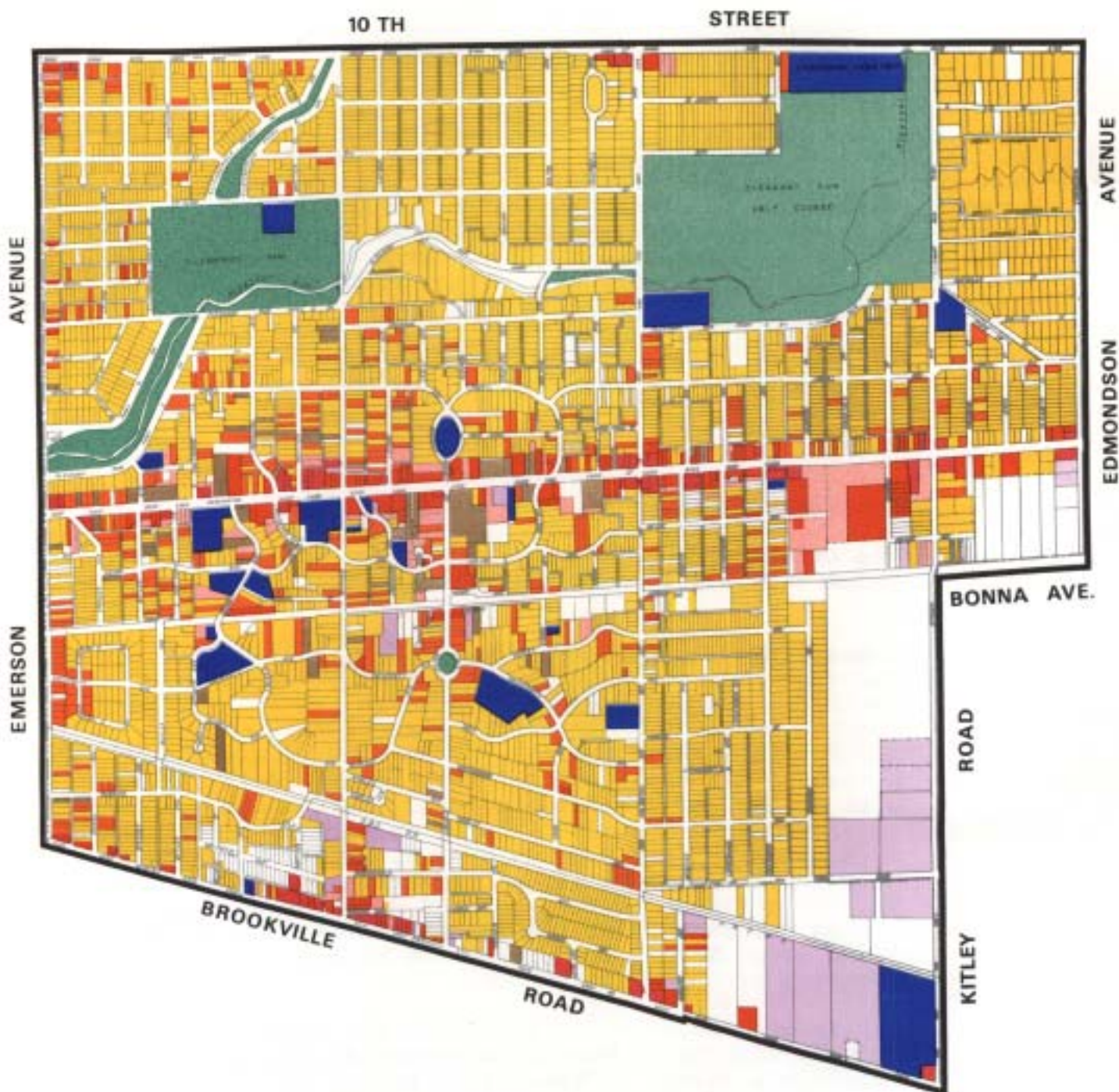
Existing conditions will be summarized first for the entire neighborhood and then detailed by five specific subareas (see Map 6).

I. Neighborhood-Wide

A. Existing Land Use

The neighborhood, though primarily residential, contains a fairly complex mix of land uses (See maps 7 and 8).

- . Commercial development exists along all of East Washington Street, with a concentration between Irvington Avenue and Audubon Road in the old "neighborhood center." Another concentration occurs in Irvington Plaza in the 6300 block of East Washington Street. This plaza serves as the major retail commercial center for the neighborhood. Other commercial development is found: 1) at a commercial node located at 10th Street and Emerson Avenue, 2) at a commercial node located at 10th Street and Arlington Avenue and, 3), along Audubon Street between Julian Avenue and Irving Circle. Other spotty commercial uses can be found along Ritter and Brookville Road in the southern portions of the neighborhood.
- . Public and semi-public facilities are concentrated in an area bounded by Hawthorne Avenue on the west, Washington Street on the north, Bolton and Good Avenues on the east, and the B & O Railroad on the south. Several churches, as well as schools and other public facilities, are interspersed with residential uses. North of Washington Street, public/semi-public facilities are less prevalent, with four churches occupying this area. Anderson Cemetery, north of the Pleasant Run Golf Course and East 10th Street, is the largest public/semi-public use in the northern sector of the neighborhood.



IRVINGTON NEIGHBORHOOD PLAN

MAP 7 / EXISTING LAND USE 1970

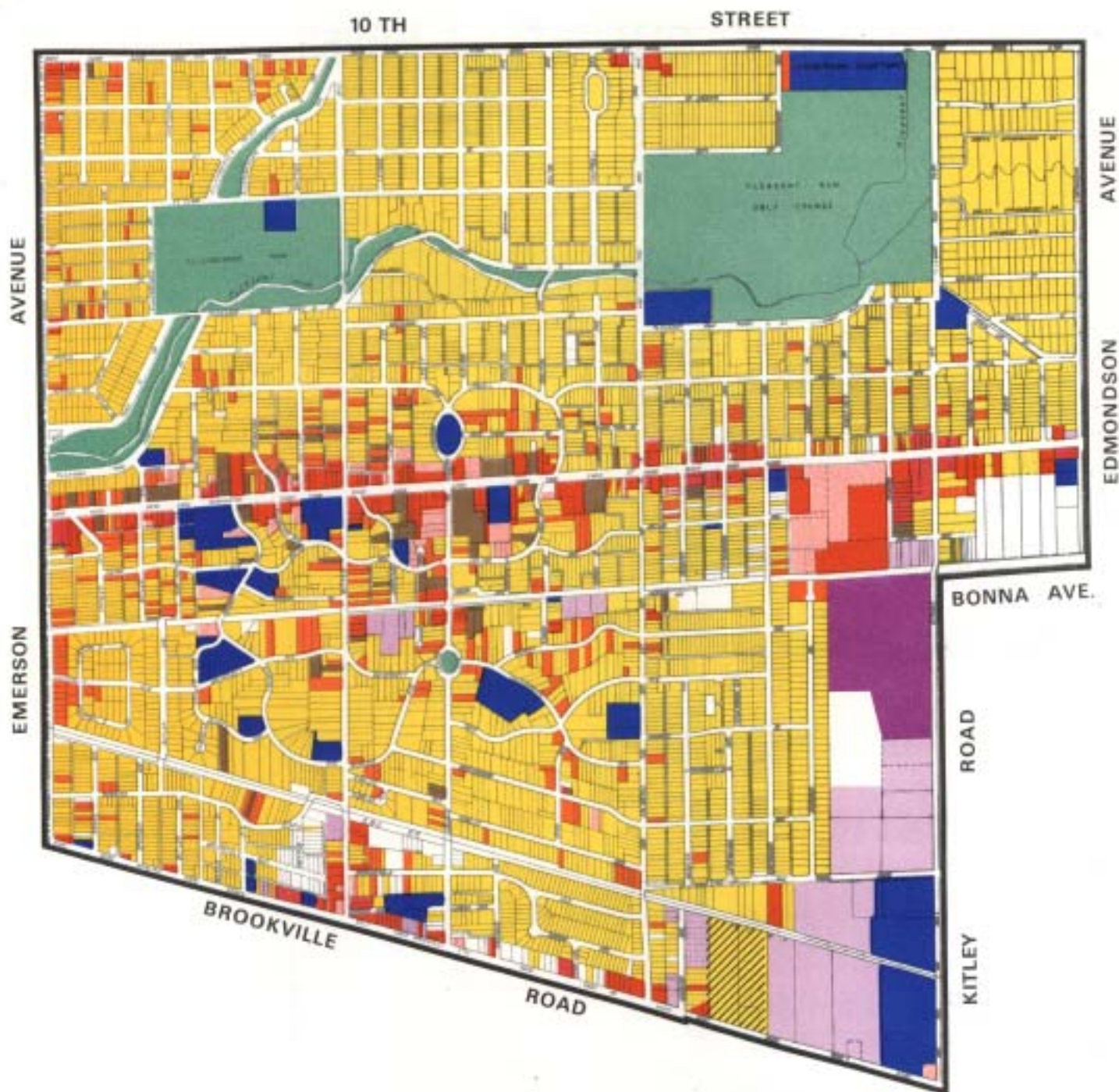
 RESIDENTIAL	 INDUSTRIAL
 Single-Family	 Light
 Two-Family	 PARKING
 Multi-Family	 PUBLIC/SEMI-PUBLIC
 COMMERCIAL	 PARK
 Retail-Office	 VACANT LAND
 Auto-Related	



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IRVINGTON NEIGHBORHOOD PLAN

MAP 8 / EXISTING LAND USE 1985

 RESIDENTIAL Single-Family	 INDUSTRIAL Light
 Two-Family	 Heavy
 Multi-Family	 PARK
 Mobile Home Park	 PUBLIC/SEMI-PUBLIC
 COMMERCIAL Retail-Office	 PARKING
 Auto-Related	 VACANT LAND

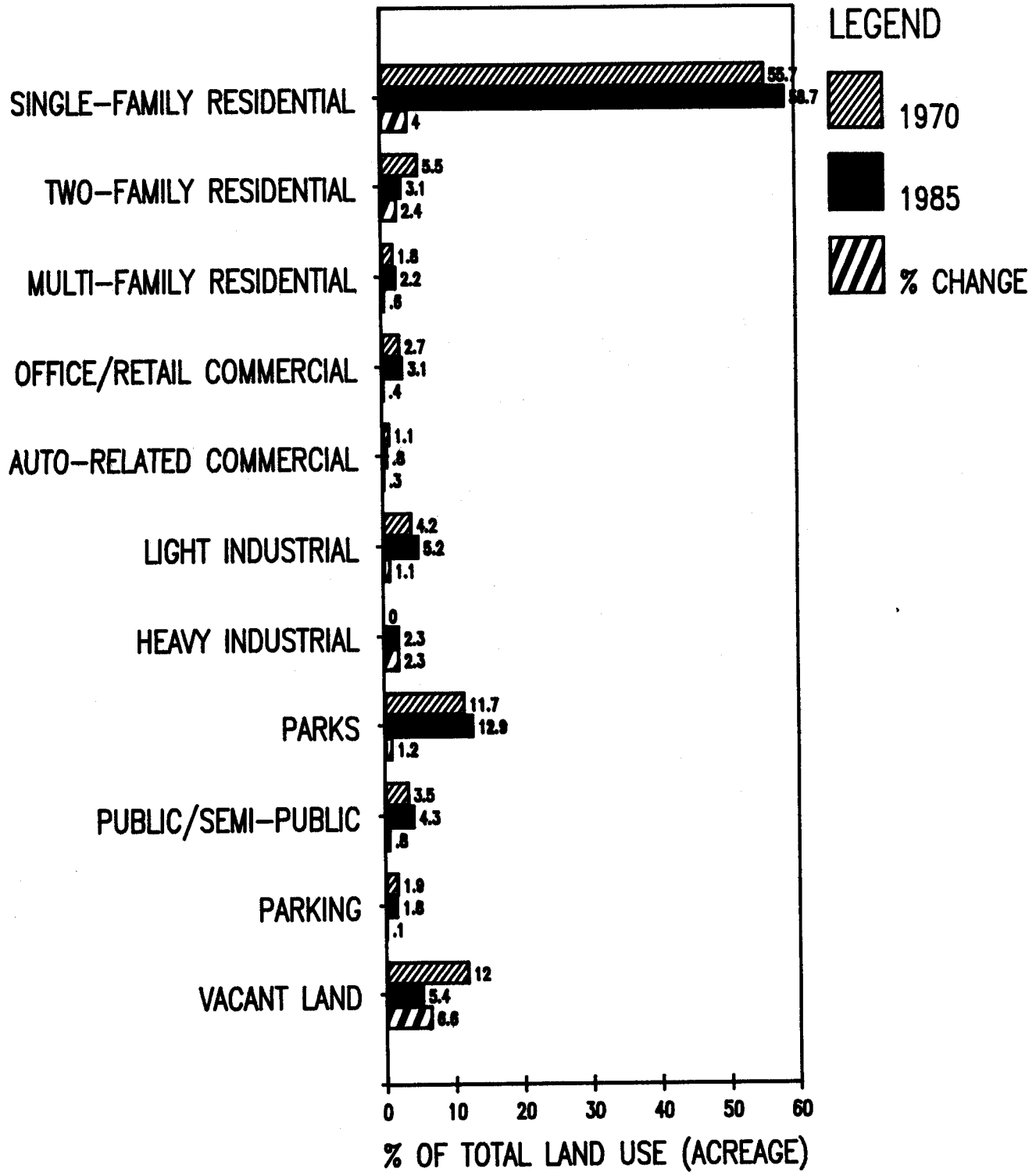


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LAND USE CHANGE IN IRVINGTON 1970 - 1985



- . Industrial use is concentrated in two separate areas:
1) Light industrial/storage uses are found in the center of the neighborhood along the former Conrail (Pennsylvania) Railroad right-of-way and, 2), a large concentration of heavy industrial and manufacturing is located along the far south and southeast portions of the neighborhood. In the southeast, industrial use concentrates along Kitley Road, while in the south it is interspersed with several other land uses in the area between the B & O Railroad and Brookville Road.
- . Open space and parks consist of three types: 1) City parks, 2) public parkways, 3) undeveloped open land/vacant lots. Most park and recreation-related land use lies north of Pleasant Run along the northern third of the neighborhood. There are two major City facilities in Irvington, i.e., Ellenberger Park and Pleasant Run Golf Course. Connecting both of these facilities is the green space, open area paralleling Pleasant Run Parkway. Irving Circle is a unique park/open area in the center of the neighborhood. Undeveloped land exists between Kitley Road and Edmondson Avenue, south of Washington Street and in an area west of Ritter Avenue between Burgess Avenue and Brookville Road. Another important open area is the former Conrail Railroad right-of-way which crosses the neighborhood from west to east about two blocks south of Washington Street.
- . Residential uses vary widely in the neighborhood and include: small single-family cottages, substantial old homes (both single-family and duplex) tract/speculative housing, finely-designed smaller brick single-family homes, expansive brick mansions, and old brick apartment buildings. In general, the large, older homes are concentrated in the area of Irvington between Pleasant Run and the B & O Railroad (north & south) and Emerson and Arlington Avenues (west and east). This area is roughly the historic "boundary" of Irvington. Along Pleasant Run Parkway, fine old homes line the street. Apartment buildings (most built in the 1920-1940 era) are concentrated along East Washington Street. The northern portion of the neighborhood contains medium-sized brick homes dating from the 1920-1940 era, while post World War II tract development occupies the area east of Arlington Avenue and south of the abandoned Conrail right-of-way.
- . Parking, in the form of surface lots, exists along and near Washington Street--serving either adjacent commercial or public (i.e. church) uses. Irvington Plaza and an area south of Washington Street between Ritter and Bolton, contain most of the larger lots. In addition,

parking lots for church and school uses flank these buildings, as they do to a lesser extent near the Washington Street apartment buildings. There is no on-street parking for most commercial areas, and no parking garages exist.

- . Vacant buildings, while occurring in no alarming concentration, do exist along East Washington Street and in portions of the residential area south of this street. A particular area of concern is an area bounded by East Washington Street on the north Arlington Avenue on the west, the abandoned railroad right-of-way to the south, and Irvington Plaza to the east. (Vacant buildings in this report refer to those structures which were not occupied and were not for sale or rent. Vacant upper floors of commercial buildings were not tallied.)

B. Building Conditions

The neighborhood exhibits a wide range of building conditions and their distribution/concentration is due both to the relative age and the variability of maintenance of these structures. Approximately 81.6% are in sound condition, while 11.7% exhibit minor deterioration and need some repair. (See Map 9 and Appendix C for a detailed breakdown.)

Approximately 0.63% of buildings in the neighborhood show major deterioration, while only a very small number were judged as sub-standard (less than 0.04%). Areas where deterioration is more concentrated appear to be in the area bounded by East Washington Street, Arlington Avenue, the abandoned Conrail Railroad and Irvington Plaza. In this area, 42.5% of the structures exhibit minor deterioration, compared to a neighborhood average of 11.7%. Areas of minor deterioration are also found south of the B & O Railroad. In the oldest areas of the neighborhood, minor deterioration is scattered throughout the large residential homes.

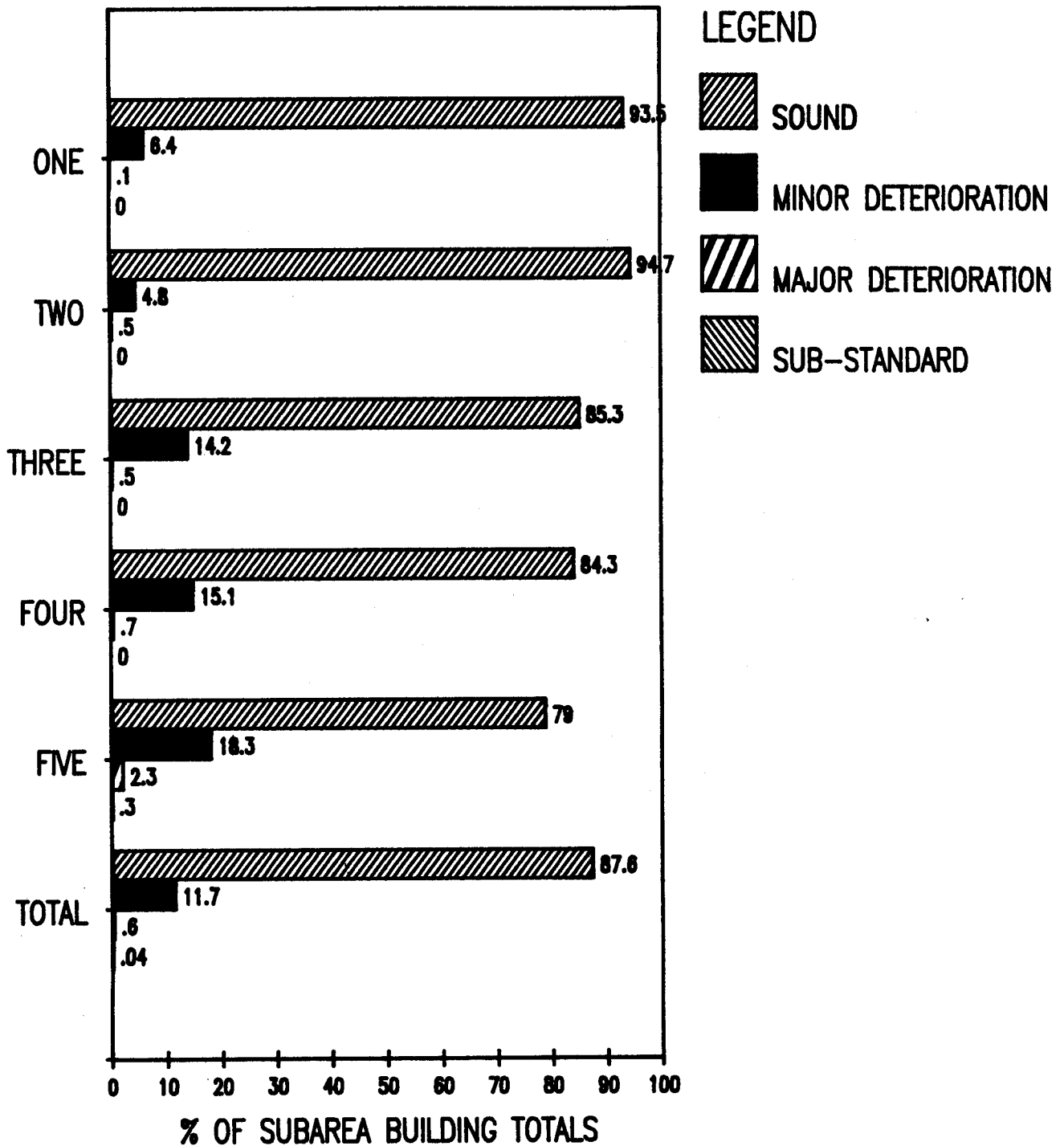
C. Transportation

1. Streets

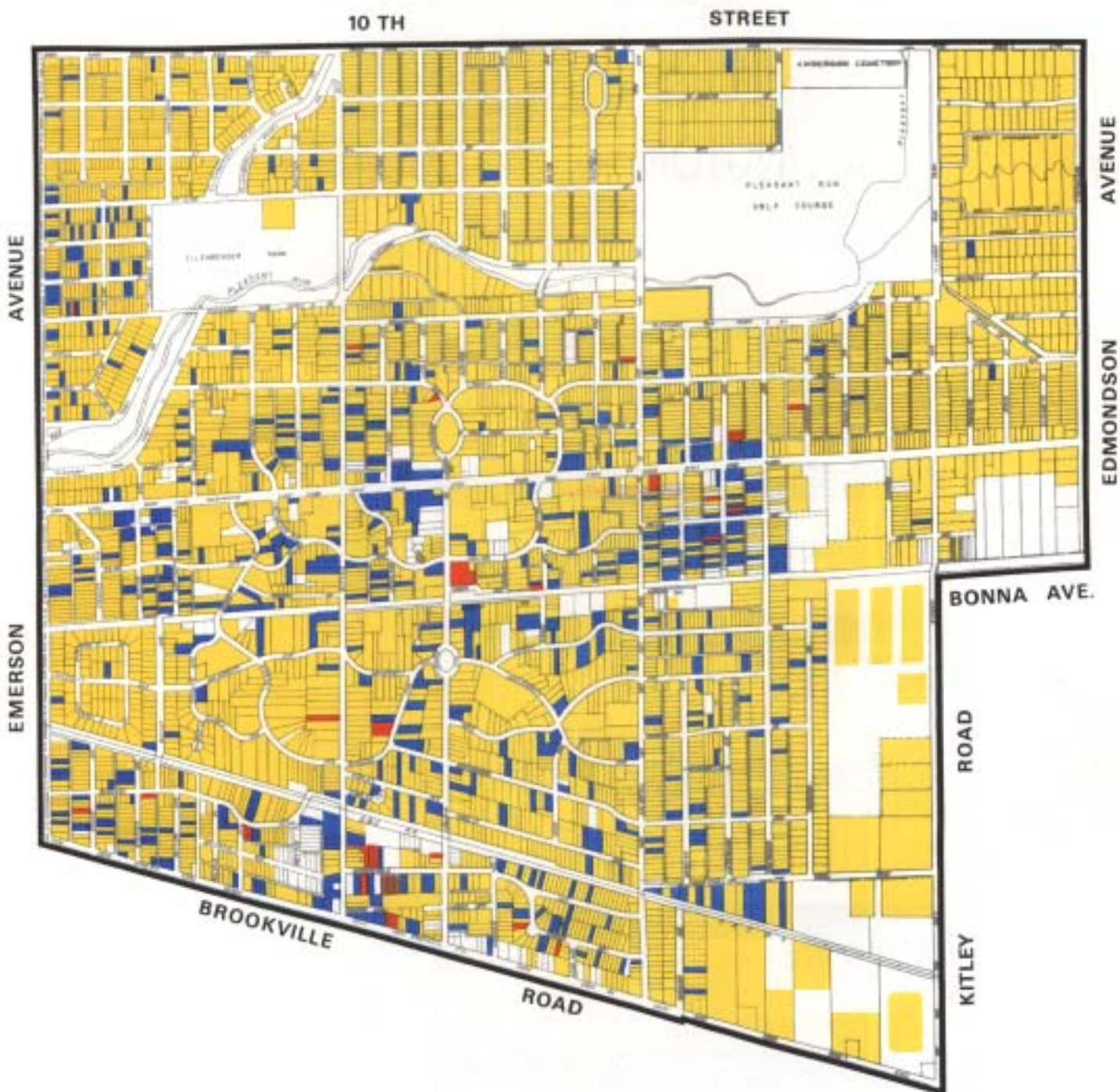
The network of streets provide good inter-neighborhood movement as well as fairly good movement within the neighborhood (Map 10).

- . The east-west primary arterials include:
 - a. East 10th Street
 - b. Pleasant Run Parkway (N. Drive)
 - c. East Washington Street

BUILDING CONDITIONS IN IRVINGTON – BY SUBAREA



SOURCE: STAFF SURVEY, NOV., 1985



IRVINGTON NEIGHBORHOOD PLAN

MAP 9 / BUILDING CONDITIONS

 Sound	 Major Deterioration
 Minor Deterioration	 Substandard



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IRVINGTON NEIGHBORHOOD PLAN

MAP 10 / THOROUGHFARE PLAN / TRAFFIC COUNTS

- Primary Arterial
- Secondary Arterial
- Other Arterial



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d. Brookville Road

- . The north-south primary arterials include:
 - a. Emerson Avenue
 - b. Arlington Avenue
- . There is one secondary east-west arterial serving the neighborhood - English Avenue.
- . An important north-south collector in the neighborhood is Ritter Avenue.
- . There are numerous lower-volume residential streets throughout the neighborhood.
- . Bus and taxi service appears adequate, with bus routes on East 10th Street, Michigan Street/Pleasant Run Parkway, East Washington Street through the southern portion of the neighborhood along Emerson, University, Audubon, Beechwood and English Avenue. (See Map 11 for routes.)

North-south traffic flow is channelized and somewhat hampered by a lack of through streets through the entire neighborhood. East-west traffic flow is overwhelming carried on East Washington Street, (U.S. 40).

Traffic (especially commuter) generally views the neighborhood from the primary arterials listed above. All other streets in the neighborhood are residential in nature and cannot handle large volumes of traffic. Most residential areas in Irvington are therefore sheltered from excessive "through" traffic, both because of right-of-way size and the physical configuration of winding streets.

Problem areas in the neighborhood include:

- Kitley Road - A large (and increasing) amount of traffic uses this two lane road. Much of the traffic is vehicles serving the industrial uses which flank the road (trucks, tankers, etc.) The road is not currently designed to handle such traffic.
- The English Avenue/Brookville Road intersection. The lane markings and timing of traffic make this a confusing intersection for motorists.

Other transportation concerns will be enumerated throughout the report.

2. Sidewalks and Curbs

The sidewalk and curb system is very well-developed

throughout most of the neighborhood. Most existing sidewalks are in good condition. Three areas of Irvington lack adequate sidewalks, however. These are: the northwest corner of the area north of Ellenberger Park, the northeast corner (Warren Park), and the far south-central area near Audubon Road and Brookville Road. The areas around and leading to Ellenberger Park and portions of Pleasant Run lack sidewalks. In the central portion of Irvington, sidewalks are provided to all areas. Yet due to their age, maintenance and replacement of many sections are needed. Specific problem areas regarding sidewalks and curbs will be discussed further in the Subarea and Recommendations Sections of the plan. (See Map 12.)

3. Parking

Parking, to a great degree, exists on surface lots surrounding major commercial facilities, apartment complexes, and public uses. On-street parking is found on most residential streets, although (primary arterials generally prohibit on-street parking.) Areas of parking lot concentration occur:

- Paralleling East Washington Street (most often behind the facility they serve),
- At Irvington Plaza, and
- Along portions of Brookville Road.

Parking lots are usually paved and in good condition. Problems regarding the arrangement, amount and accessibility of parking in specific areas will be addressed later in the plan.

D. Streetscape

Land use, building conditions, and traffic/infrastructure conditions are important components of a neighborhood, however, the overall visual/aesthetic quality of the neighborhood is often as important, if not more so, than these considerations. The quality of a neighborhood is as much perceptual as it is quantifiable. Those who work, live in, or travel through the neighborhood form an opinion of the area by what they see and hear.

- . Winding, tree-lined streets with several styles (and sizes) of homes create a unique atmosphere and sense of place.
- . Attractive views of stately homes and natural areas exist along Pleasant Run Parkway--the creek itself forming a natural link between park areas in the northern portion of the neighborhood.
- . Ellenberger Park and Pleasant Run Golf Course provide open, tree-shaded, natural areas for residents, as well as

10 TH

STREET



IRVINGTON NEIGHBORHOOD PLAN

MAP 11 / PUBLIC-INSTITUTIONAL FACILITIES / PUBLIC TRANSPORTATION ROUTES

- | | |
|---|--|
| 1. Anderson Cemetery | 14. Indiana Bell Telephone Company |
| 2. Pleasant Run Golf Course | 15. City Fire Station No. 25 |
| 3. Ellenberger Park | 16. Hope Memorial Baptist Church |
| 4. Christ Lutheran Church of Irvington | 17. Indianapolis Water Company |
| 5. Irvington United Methodist Church | 18. Missions Building |
| 6. Fourth Church of Christ Scientist | 19. Benton House |
| 7. Ellenberger Park Pool & Skating Rink | 20. Continental Convalescent Center |
| 8. Little Peoples Prep-Arlington Elementary | 21. County Childrens Guardian Home |
| 9. Our Lady of Lourdes Roman Catholic Church | 22. George B. Lumis Public School No. 85 |
| 10. Indianapolis Marion County Public Library | 23. Speedrome |
| 11. Downey Avenue Christian Church | 24. Irvington Circle |
| 12. Ritter Avenue General Baptist Church | 25. State Highway Maintenance Facility |
| 13. Irvington Presbyterian Church | |

— Metro Local Routes
 - - - Metro Express Routes



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recreational facilities for this area of the City. These areas are visible along the highly-travelled Pleasant Run Parkway and Arlington Avenue.

- . East Washington Street, the main east-west thoroughfare of the neighborhood, is the "front door" of Irvington. Most commuters and travellers use this thoroughfare to drive to either the downtown (west) or Shadeland Avenue and I-465 (east) through Irvington. This "gateway" to the neighborhood is a visual contradiction. On the one hand, fine old apartment buildings, homes and commercial structures lend a strong urban feeling and sense of stability to the area. On the other hand, inappropriate signage, poor facade maintenance on commercial structures, conversion of houses to businesses, high traffic volume, and vacant or less than fully used buildings present a somewhat bleak picture of Irvington to the motorist. The street appears to suffer from a lack of coherence and direction.
- . Brookville Road services nearby industrial uses and acts as a transition between residential and industrial use. The industrial nature of this neighborhood is not softened, however, by the marginal commercial uses, poor condition of structures, lack of landscaping and buffering of commercial uses, and somewhat poor street conditions existing along the corridor.
- . Several fine churches and public buildings throughout the neighborhood are well-maintained, lend an air of stability to the neighborhood, and act to define the area visually and socially as a functioning neighborhood in its broadest definition.
- . Residential areas north of Pleasant Run feature pleasing, tree-lined streets with finely detailed brick homes.
- . A unique juxtaposition of architectural styles and sizes of homes in the older areas of the neighborhood provide a very positive asset for the neighborhood.
- . Some housing units in the neighborhood are deteriorating and show signs of deferred maintenance. This problem gives mixed signals to those travelling through the area, as many other nearby homes are very well maintained.
- . Traffic congestion along East Washington Street, as well as portions of Emerson and Arlington Avenues, pose hazards to both motorists and pedestrians.
- . The now-vacant former Conrail Railroad right-of-way is a scar across the center of the neighborhood. The patchwork of land use, dead-end streets, and poor maintenance of the area do not help to enhance the quality residential areas which parallel it.

- . Large blocks of open land in the industrial areas create a potential for new business development which could benefit the neighborhood. Development would have to be cognizant of the impact it would potentially have on the area.

E. Zoning

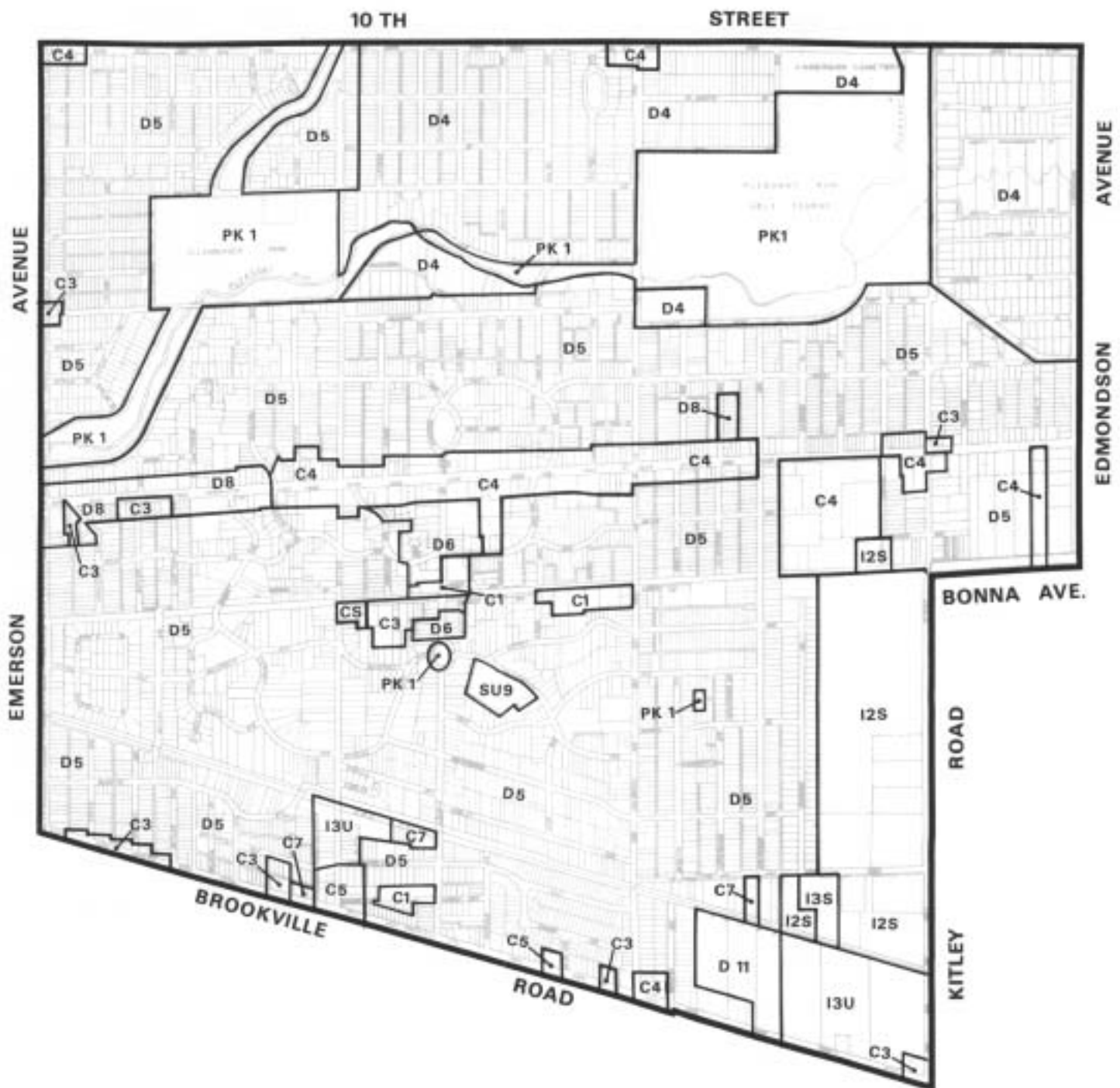
The application of zoning districts have an important impact upon the condition of the neighborhood. Many times, land use conflicts or disinvestment in property (specifically housing) are the result of improper zoning. The following is a brief overview of the current zoning districts in Irvington (see Map 13).

Currently, there are 16 different zoning classifications within the neighborhood; they are:

- Dwelling Districts:
D4, D5, D6, D8, D11
- Commercial Districts:
C1 - (Office - Buffer District), C3 - (Neighborhood Commercial District), C4 - (Community - Regional District), C5 - (General Commercial District), C7 - (High Intensity Commercial District), C8 (Commercial - Special District)
- Special Use Districts:
SU9 - ("Municipal", City, County, State or Federal Government facility)
- Industrial Districts:
I2S - (Light Industrial Suburban District)
I3S - (Medium Industrial Suburban District)
I3U - (Medium Industrial Urban District)
- Park Districts:
PK1 - (Park District One)

High-Density Residential Districts are concentrated in three areas. The D8 Districts exist in the western portion of the neighborhood, flanking East Washington Street from Emerson to Irvington Avenues. The D6 District exists on both sides of Audubon Road from just south of East Washington Street to just south of Julian Avenue. The D11 District, which allows for mobile home parks, encompasses the area which Brookville Mobile Home Park occupies the 6200 block of Brookville Road. Most residential development in the neighborhood is zoned D5. The area of D4 zoning encompasses an area roughly bounded on the west by Ritter Avenue, the north by East 10th Street, the east by Edmondson Avenue, and the south by Pleasant Run Parkway.

Commercial Districts are concentrated on East Washington Street, Brookville Road and along the abandoned Conrail Railroad right-of-way. Along East Washington Street, east



IRVINGTON NEIGHBORHOOD PLAN

MAP 13 / EXISTING ZONING

COMMERCIAL

- C1 Office Buffer District
- C3 Neighborhood Commercial District
- C4 Community Regional District
- C5 General Commercial District
- C7 High Intensity Commercial District
- C8 Special Commercial District

SPECIAL USE

- SU9 Municipal (City, County, or State Government)

INDUSTRIAL

- I2S Light Industrial Suburban District
- I3S Medium Industrial Suburban District
- I3U Medium Industrial Urban District

PARK

- PK1 Park District One

RESIDENTIAL

- D5, D6, D8, D11



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IRVINGTON NEIGHBORHOOD PLAN

MAP 14 / REZONING 1969 - 1985

1969-1976
1977-1985



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of Irvington Avenue, land parallel to the thoroughfare is generally zoned C4. Along the abandoned right-of-way between Ritter and Arlington Avenues, the more restrictive CS, C1 and C3 Districts flank the former right-of-way (especially to the south along Bonna Avenue.) Spotty commercial zoning occurs all along Brookville Road and is of several designations. Commercial Zoning Districts exist at the following intersections:

- East 10th Street and Emerson Avenue
- East 10th Street and Arlington Avenue
- Emerson Avenue and Michigan Street.

There is currently only one property zoned Special Use, the County Children's Guardian Home at 5751 University Avenue.

Industrial Districts are concentrated along the southeast portion of the neighborhood. Light Industrial Districts exist in an area roughly bounded by the abandoned Conrail railroad right-of-way on the north, Kitley Road on the east, the B & O Railroad on the south and just east of Kenmore Road on the west. A large area of I3U (Medium Industrial District) is found in the far southeastern corner of the neighborhood, south of the above-noted light industrial area. One other I3U District is located along Ritter Avenue between the B & O Railroad and Greenfield Avenue in the southern portion of the neighborhood.

Park Districts, found largely in the northern third of the neighborhood, are:

- Ellenberger Park,
- Pleasant Run Golf Course,
- Open area along Pleasant Run,
- Open area along Ellenberger Parkway,
- Irving Circle (south of Washington Street on Audubon Road).

Current zoning classifications have created some problems in the neighborhood. Conflicts between land use and its zoning are found in the following categories:

- Special uses (churches, cemeteries, and schools) zoned as single-family residential or commercial;
- Apartments zoned as single-family residential or commercial;
- Some commercial uses zoned residentially;
- Some homes zoned commercially;
- Concentrated areas of use variances from the current zoning along East Washington Street and Brookville Road.

In the first three categories, more intense use has been made of the parcels of land without an accompanying

alteration of the zoning. In these categories the use is long-term, reflecting the evolution of the area over time. These uses are generally appropriate land uses for the neighborhood.

Some homes in the area are zoned commercially, which either leads to conversion of the structure into a business or, at times, disinvestment in the property in the hope that a commercial building would replace the current structure. Both of these potentials can disrupt the surrounding area.

In both cited cases of a large number of variances being granted, a conflict between current zoning and current land use is apparent. Specific conflicts will be addressed under both the assets/liabilities and recommendations sections of this report (Maps 14 and 15).

F. Police Protection/Crime

Police patrols, originating from the police roll call sites at 901 N. Post Road (Frank Sector north of Washington Street) and 1147 S. Madison Avenue (Charles Sector south of Washington Street) serve the neighborhood (see map). Crime - specifically theft and vandalism - is a concern of area residents and businessmen. Concern about the East Washington Street Commercial area prompted the business community in Irvington to develop the first "Business Crime Watch" program in the City of Indianapolis in 1983.

Residents, as well as area businessmen, have taken an active part in crime prevention by establishing several Neighborhood Crime Watch areas in Irvington in conjunction with the Indianapolis Police Department. While the population of the Irvington neighborhood is roughly 1.8% of the Marion County total, and the land area of the neighborhood .01%, the percentage of crime in Irvington varies from 0.0% to 2.7% of the Marion County totals for each category. This fact shows that, proportionally, the neighborhood has a somewhat higher incidence of crime than would be expected given its population and land area. The following charts show the number of crimes reported in the Irvington neighborhood and Marion County for 1980 and 1984.

Chart 4

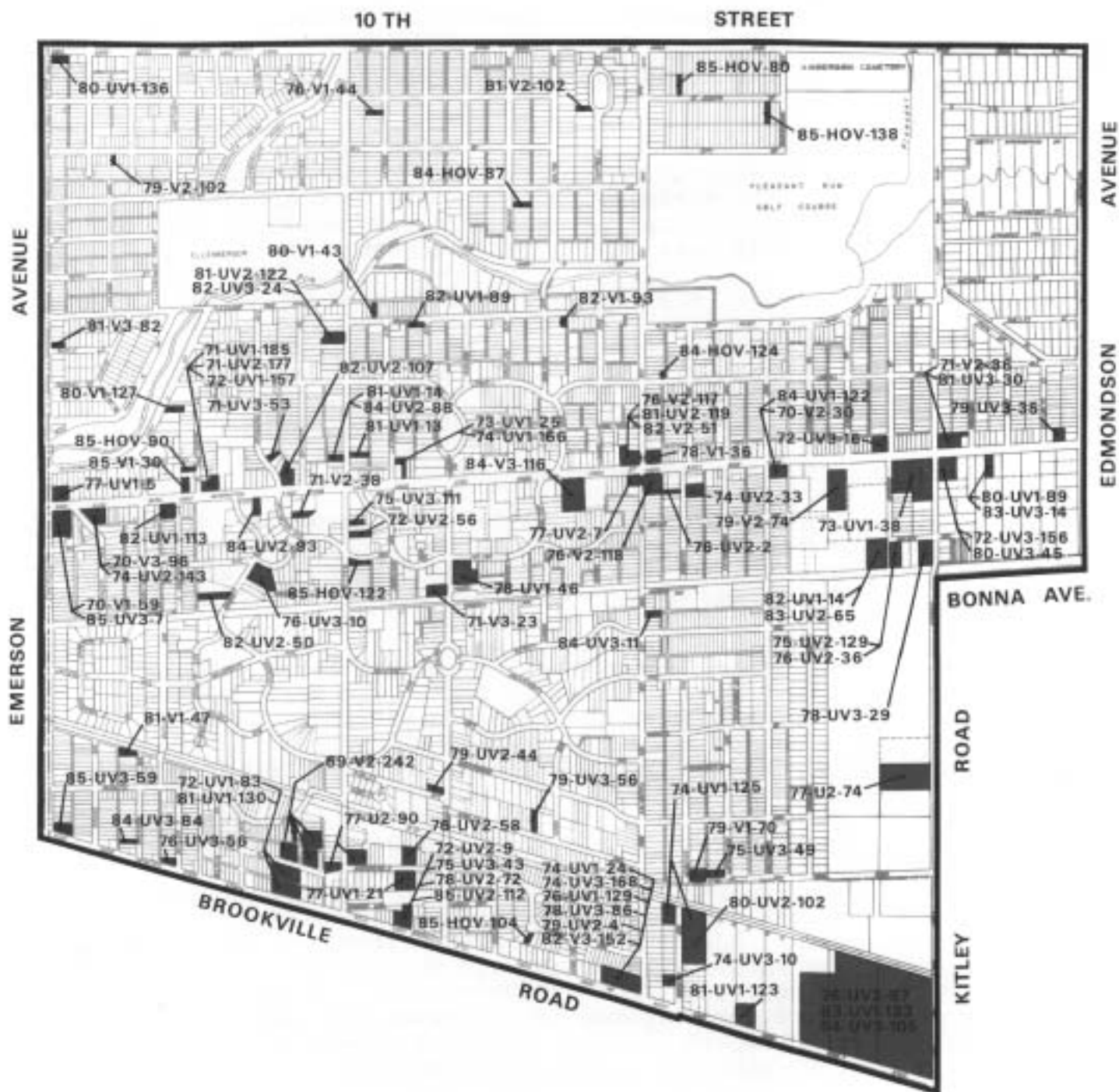
IRVINGTON CRIME STATISTICS

Crime	1980	% of Marion Co. Crimes		1985	1984	1985	% of Marion Co. Crimes		% Change		1985
		1980	1985				1980	1985	1980	1984	
All Crime	1067	2.4%	723	574			1.6%		-46.2%	-32.2%	
Burglary	212	2.1%	167	190			2.0%		-10.4%	-21.2%	
Stolen Vehicles	88	2.4%	46	61			2.2%		-30.7%	-47.3%	
Robbery	43	2.1%	36	46			2.7%		+ 6.6%	-16.3%	
Vehicle-Related											
Larcenies	195	2.1%	109	114			1.6%		-41.6%	-44.1%	
Vandalism	191	2.8%	119	105			2.3%		-45.1%	-37.7%	
Rapes	6	1.5%	5	3			0.8%		-50.0%	-16.7%	
Purse Grabs	9	3.2%	3	0			0.0%		-100.0%	-66.6%	

MARION COUNTY CRIME STATISTICS

Crime	1980	1984	1985	80 - 84 % Change	80 - 85 % Change
All Crime	44,007	36,720		-16.6%	
Burglary	10,097	9,312		- 7.2%	
Stolen Vehicles	3,743	2,735		-28.1%	
Robbery	2,051	1,722		-16.1%	
Vehicle-Related Larcenies	9,232	7,111		-23.0%	
Vandalism	6,717	4,633		-31.1%	
Rapes	396	374		- 5.6%	
Purse Grabs	277	120		-56.7%	

(These charts represent crimes reported to the Indianapolis Police Department (IPD) for which formal reports were taken by an officer at the scene. The categories listed are the "seven major crimes" identified by the FBI and are reported nationally).



IRVINGTON NEIGHBORHOOD PLAN MAP 15 / VARIANCES

■ VARIANCES 1970-1985



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Important points which can be made regarding the above figures:

- Since 1980, the incidence of crime has decreased substantially in Irvington, following the Marion County trend. The Marion County decrease in all crime of 16.6% is more than matched by a surprising 46.2% decrease in "all crime" in Irvington.
- All categories of crime have decreased in Marion County compared to 1980. In Irvington, most categories showed large decreases, (five categories dropping over 30% each). Robbery, however, has not followed the county-wide trend and has increased in Irvington 6.6%. Although the total number of robberies did not increase substantially, the fact that this category of crime did increase is some cause for concern.
- In seven of the eight statistical categories, the incidence of a particular crime in the neighborhood as a percentage of the Marion County total has decreased; in some cases dropping to less than 1% of the County figure.

These three facts show that crime has decreased substantially in Irvington compared to 1980. The substantial decrease, far exceeding the county's decrease, is a very positive fact for the neighborhood. In such categories as vehicle-related larcenies, vandalism, rapes and purse grabs, the Irvington neighborhood has seen the number of such occurrences cut by half or more. The fact that the Irvington percentage of Marion County Crime totals decreased for points to the conclusion that crime is becoming less concentrated in the neighborhood. The only unsettling figure in this otherwise optimistic analysis is the increase in robberies. Although only a slight increase in the actual number of offenses were noted, its percentage of the Marion County figure rose. This indicates that robbery has become somewhat more concentrated in Irvington and that this particular category of crime requires closer monitoring and attention by both the neighborhood and IPD.

G. Schools

At the close of the 1985-86 school year, Irvington was served by the following schools:

	Elementary
IPS School #57	5435 East Washington Street
IPS School #85	338 South Arlington Avenue
IPS School #88	5801 East 16th Street

IPS School #89	5950 East 23rd Street
IPS School #106	5301 Roxbury Road
Our Lady of Lourdes School (parochial school)	5333 East Washington Street

Junior High Schools

IPS School #94	2701 Devon Lane
IPS Forest Manor School	4501 East 32nd Street

High Schools

IPS Thomas Carr Howe H.S.	4900 Julian Avenue
---------------------------	--------------------

The targeted utilization rate for elementary and junior high schools, according IPS, should be in the 80% to 100% range. The percentage utilization for each IPS school at the close of the 1985-86 school year were as follows:

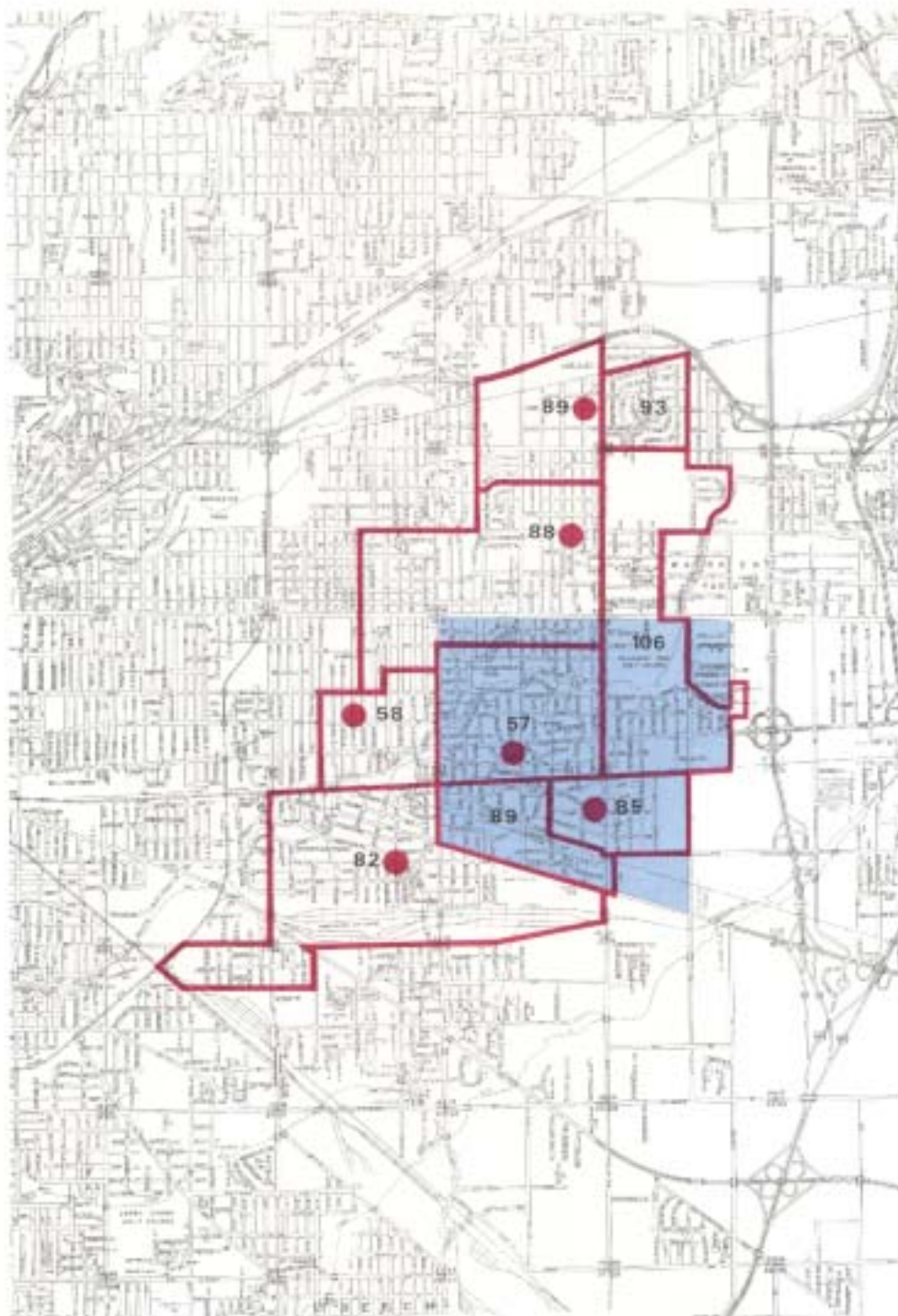
	Capacity	Enrollment	Percent Utilization
School #57	374	340	90.9
School #85	250	229	91.6
School #88	549	443	80.7
School #89	500	338	67.6
School #106	450	286	63.6
Forest Manor School	1150	965	83.9
School #94	620	540	87.1

Enrollment has been declining in the IPS school system, specifically in the junior and senior high school levels (see Charts G & H). Declining enrollment and a need to be more cost effective led IPS to convert two high schools to junior high schools (John Marshall and Crispus Attucks) as well as implement several related changes to the school systems "feeder pattern" and its boundary distribution. These changes will take effect with the start of the 1986-87 school year. Although Irvington is not directly affected by the conversions of these two schools--the following changes do affect a portion of the community.

School #94, currently a junior high school, will be converted into an elementary school. Those students within the Irvington area who attend elementary school #106 will now attend John Marshall Junior High School rather than School #94. These students will then attend Howe High school, as they would have under the former distribution system. All other schools will maintain their current usage. The student makeup of John Marshall Junior High School will be different from that of former Junior High #94. Appendix I presents a detailed explanation of the new IPS school system distribution. Maps showing each school boundary and how the "feed" into the junior and senior high schools are shown. In addition, the proposed percentage utilization of each school is given. This appendix

is a portion of the IPS report titled: School Utilization Plan for the Indianapolis Public Schools - 1986. This appendix should prove useful in determining the student makeup (by area of the City) for the junior and senior high schools.

A great deal of concern has been expressed about the quality of education in the IPS school system. Only 4.8% of those responding to the Irvington Neighborhood survey felt that "Good Public Schools" was the best reason for choosing to live in Irvington. Written responses suggested a decline in the overall quality of the IPS system. The changes made recently by IPS begins to address some of these concerns, shared throughout the City.



MAP 16 / IRVINGTON NEIGHBORHOOD PLAN

Public Elementary School Districts (IPS) Serving the Irvington Area

- | | |
|--------------------------------------|---------------------------------|
| * School 57 (5435 E. Washington St.) | * School 88 (5801 E. 16th St.) |
| School 58 (321 Linwood Ave.) | * School 89 (5950 E. 23rd St.) |
| School 82 (4700 English Ave.) | School 93 (7151 E. 35th St.) |
| * School 85 (338 S. Arlington Ave.) | * School 106 (5301 Roxbury Rd.) |

* Denotes those Schools that serve the Planning Area

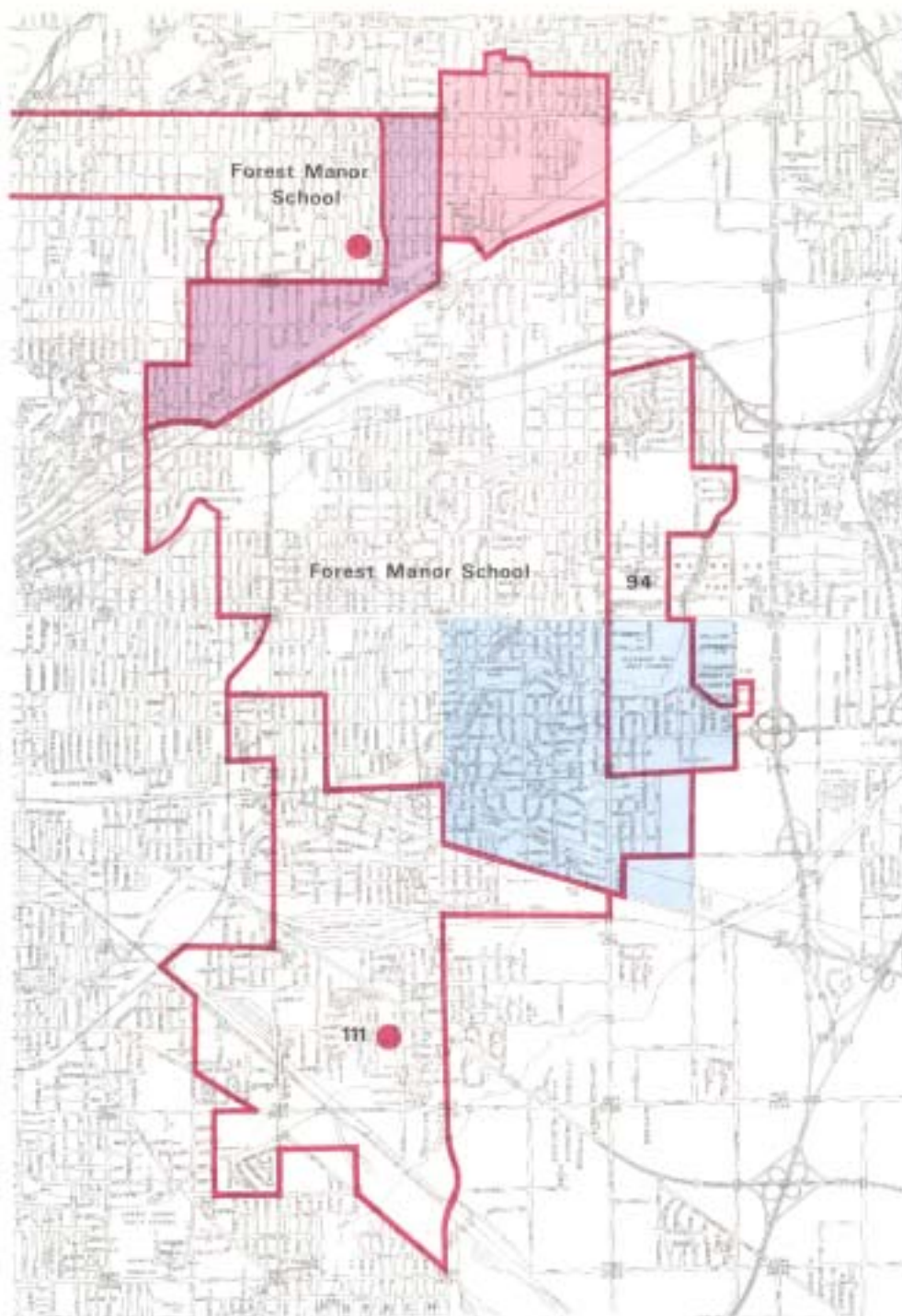
● Location of School
 — School District Boundary

■ Irvington Neighborhood Boundary

The preparation of this map was financed in part
 by a Community Development Block Grant



August, 1986
 Department of Metropolitan Development
 Division of Planning
 Indianapolis-Marion County, Indiana



MAP 17 / IRVINGTON NEIGHBORHOOD PLAN

Public Junior High School Districts (IPS) Serving the Irvington Area

* Forest Manor School (4501 E. 32nd St.)
School 111 (1780 Sloan Ave.)

* School 94 (2701 Devon Lane)

* Denotes those Schools that serve the Planning Area

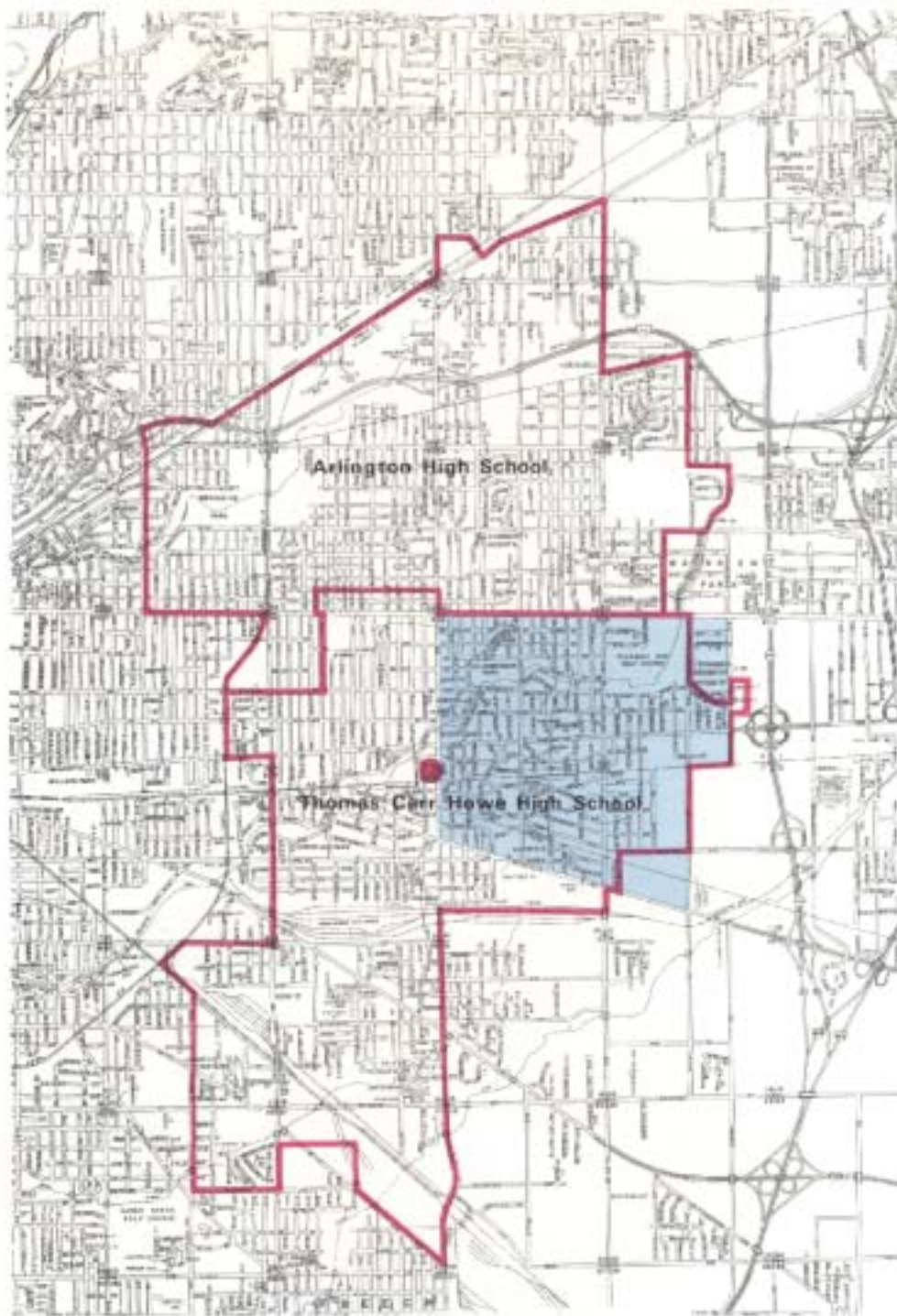
- Location of School
- School District Boundary
- Irvington Neighborhood Boundary

- Bused to Perry Township
- Bused to Warren Township

The preparation of this map was financed in part
by a Community Development Block Grant



August, 1986
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana



MAP 18 / IRVINGTON NEIGHBORHOOD PLAN

Public High School Districts (IPS) Serving the Irvington Area

Arlington High School (4825 N. Arlington Ave.)

* Thomas Carr Howe High School (4900 Julian Ave.)

* Denotes those Schools that serve the Planning Area

● Location of School
 — School District Boundary

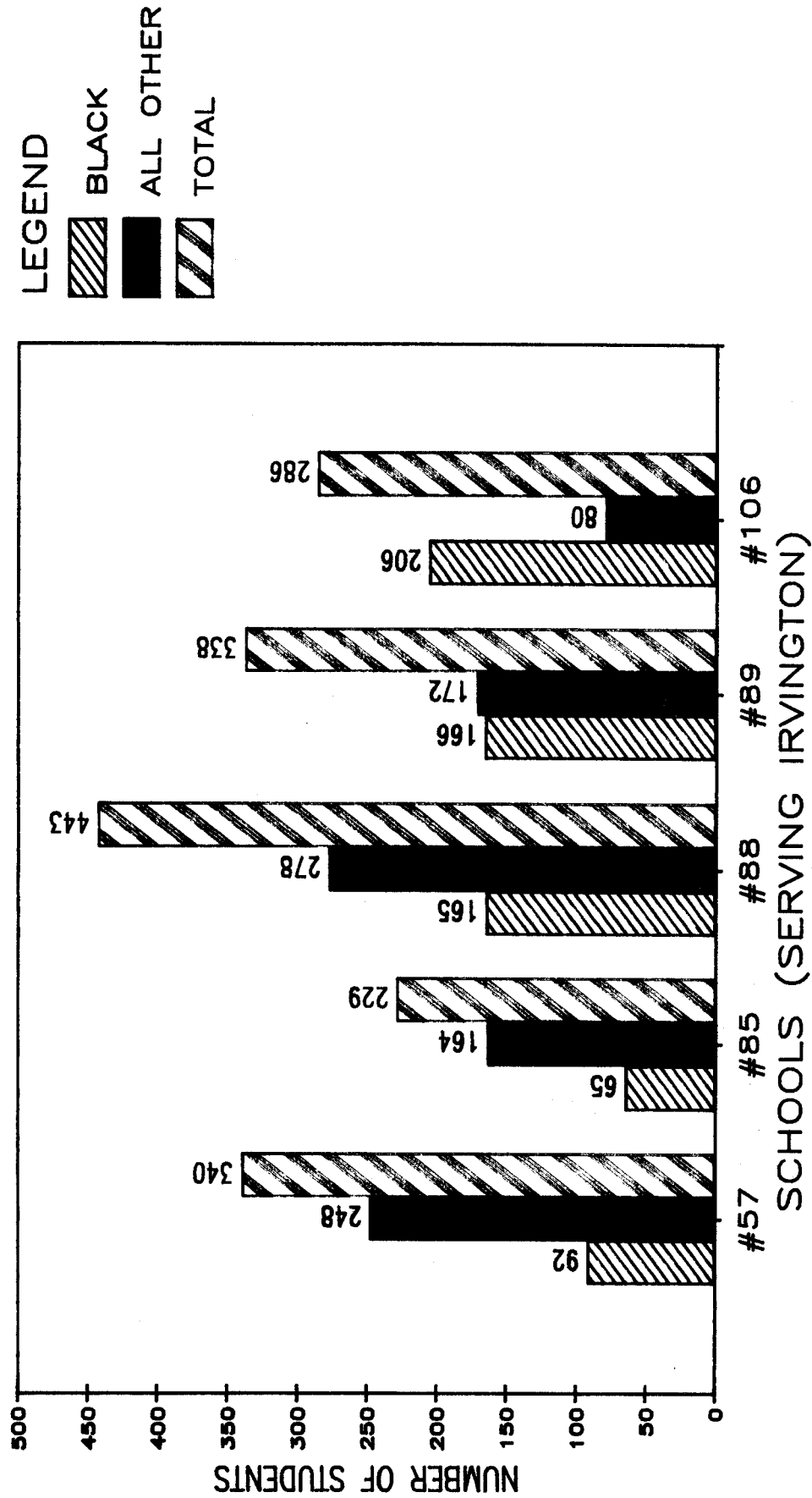
■ Irvington Neighborhood Boundary

The preparation of this map was financed in part
 by a Community Development Block Grant



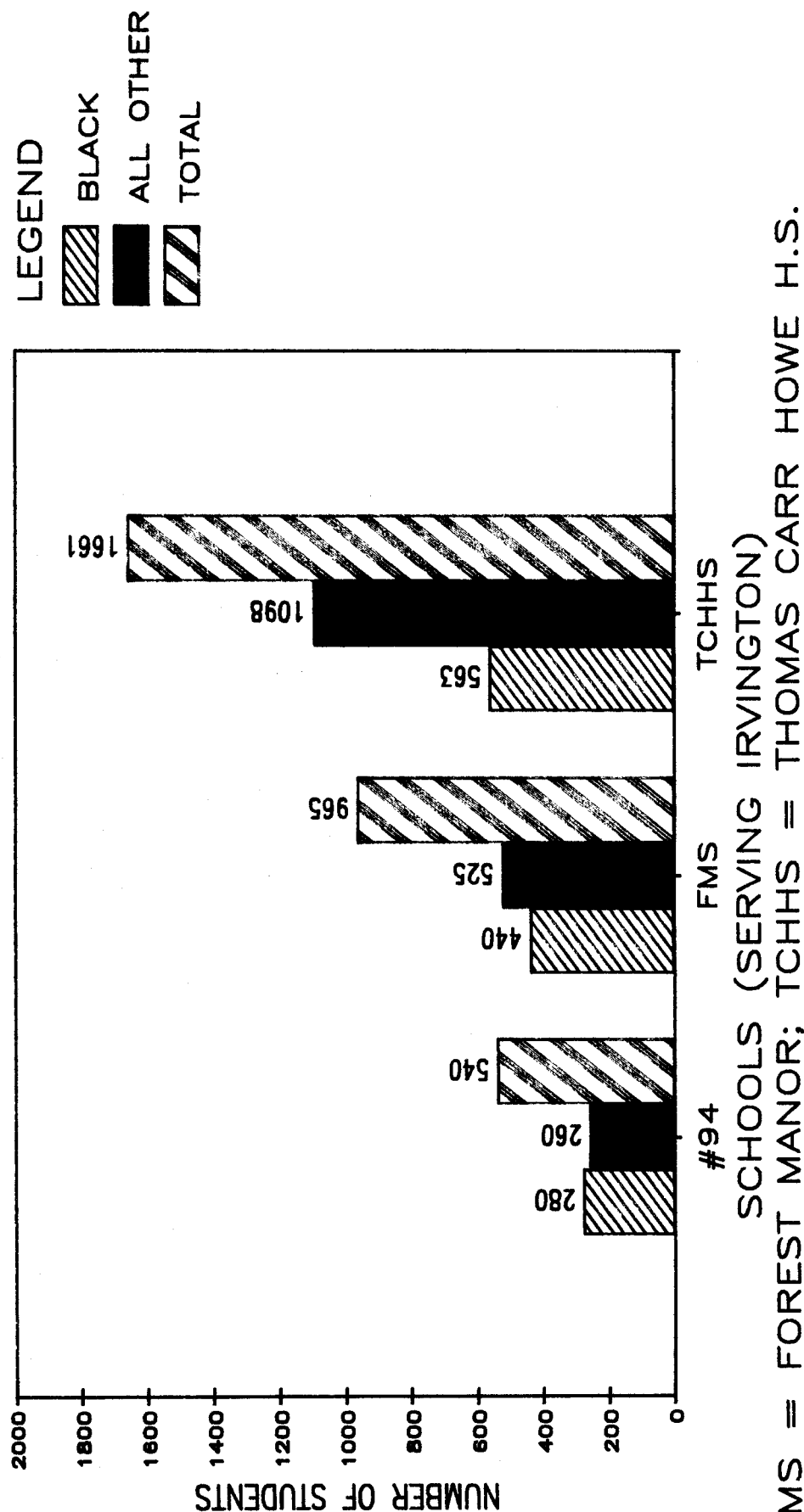
August, 1986
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 Division of Planning
 Indianapolis-Marion County, Indiana

INDIANAPOLIS PUBLIC SCHOOLS COMPARISON OF FALL ENROLLMENT BY ETHNIC GROUP - 1985 GRADES K - 6



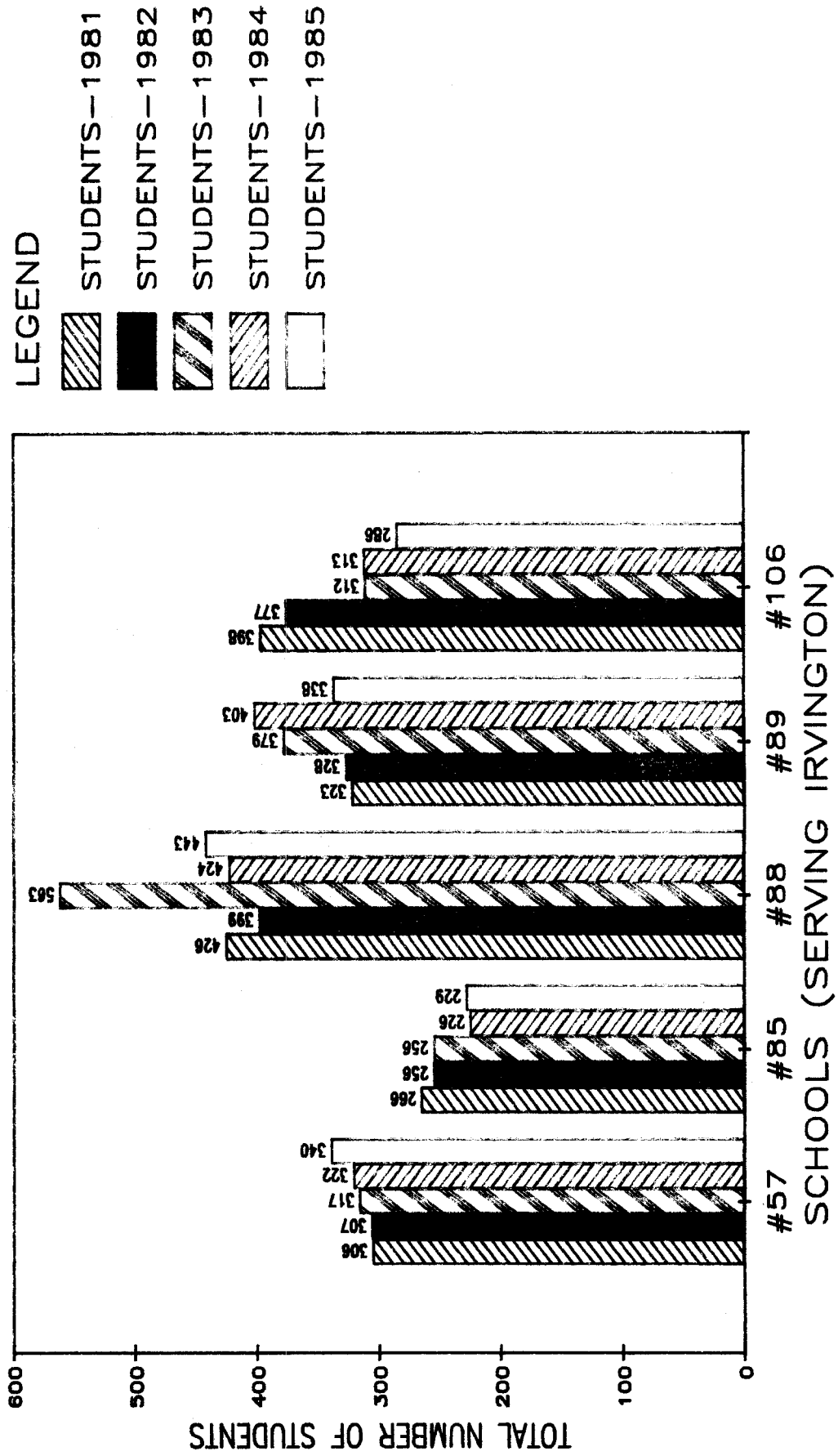
SOURCE: IPS DATA

INDIANAPOLIS PUBLIC SCHOOLS COMPARISON OF FALL ENROLLMENT BY ETHNIC GROUP - 1985 GRADES 7 - 12



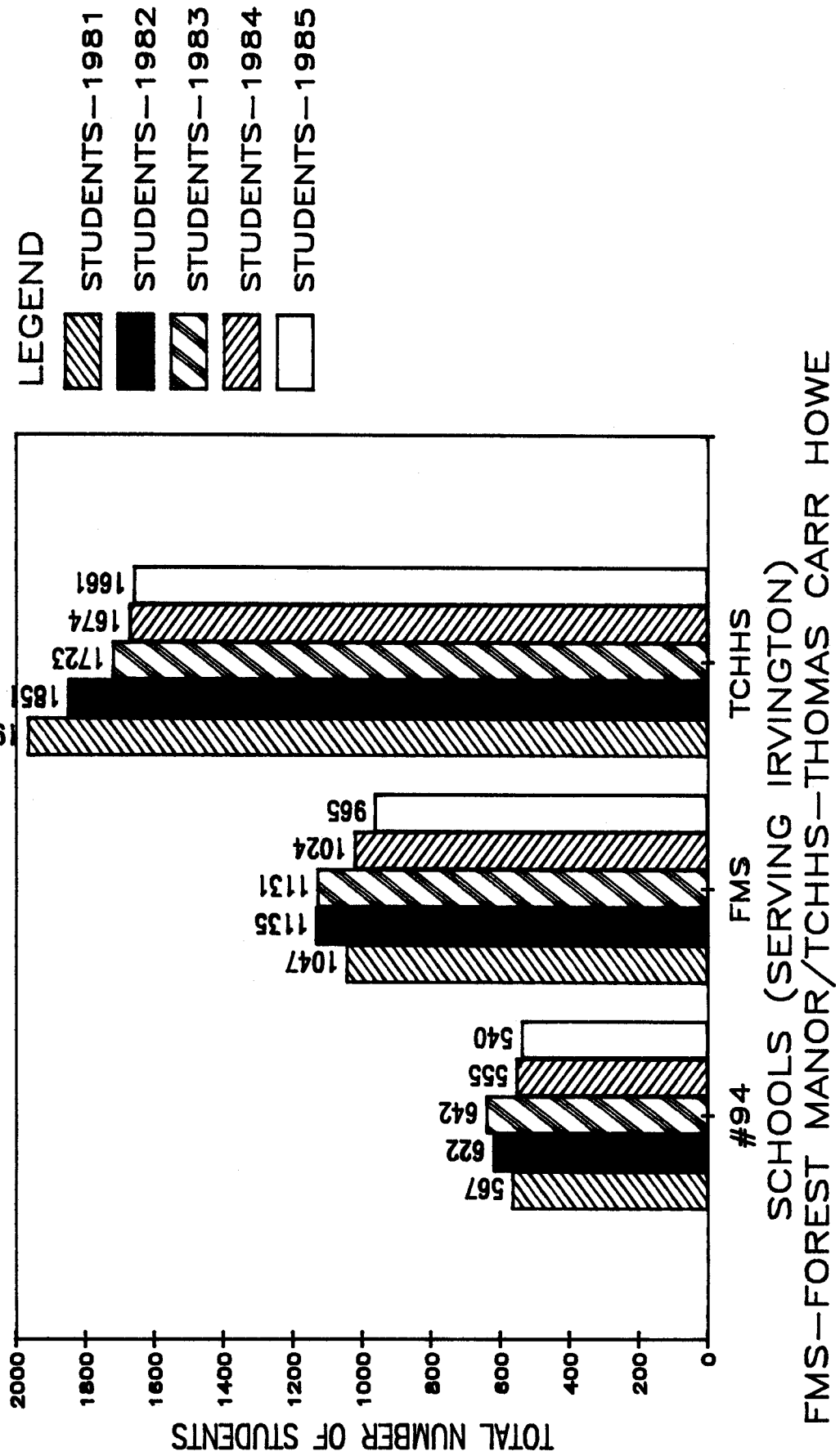
SOURCE: IPS DATA

INDIANAPOLIS PUBLIC SCHOOLS ENROLLMENT CHANGE - 1981 - 1985 GRADES K - 6



SOURCE: IPS DATA

INDIANAPOLIS PUBLIC SCHOOLS ENROLLMENT CHANGE — 1981–1985 GRADES 7 — 12



SOURCE: IPS DATA

II. Existing Conditions - Subarea Analysis

In order to better analyze the existing conditions of the entire neighborhood, five subareas have been identified. Each subarea contains a different type and mixture of land use and conditions. Subarea analysis aids in understanding how the entire neighborhood functions and how each element interacts.

The Five Subareas are: (See Map 6)

Subarea One Bounded on the north by East 10th Street; the west by Emerson Avenue; the south by Pleasant Run Parkway; and the east by Pleasant Run Golf Course.

Subarea Two Bounded on the north by East 10th Street; on the west by Pleasant Run Golf Course and Arlington Avenue; on the south by East Washington Street; and on the east by Edmondson Avenue.

Subarea Three Bounded on the north by Pleasant Run; the west by Emerson Avenue; the south by the B & O Railroad (from Emerson Avenue east to Ritter Avenue) and Rawles Avenue (from Ritter Avenue to Arlington Avenue); and on the east by Arlington Avenue.

Subarea Four Bounded on the north by East Washington Street; the west by Arlington Avenue; the south by English Avenue. The eastern boundary is Edmondson Avenue from East Washington Street to the former Conrail Railroad right-of-way, west on Bonna Avenue from Edmondson Avenue to Kitley Road, then south on Kitley Road to English Avenue.

Subarea Five Bounded on the north by the B & O Railroad (from Emerson to Ritter Avenue), Rawles Avenue (from Ritter Avenue to Arlington), and English Avenue (from Arlington to Kitley); the west by Emerson Avenue; the south by Brookville Road; and the east by Kitley.

A. Subarea One

This subarea is the most solidly residential area of the neighborhood. The area is overwhelmingly single-family, with only a small area bounded by St. Clair

Street, Emerson Avenue, Pleasant Run Parkway and Ellenberger Park containing a concentration of some duplex units (see Map 8). The area is slightly older than the rest of the subarea, and contains a greater number of frame homes. This small area also exhibits more homes in the "minor deterioration" category than the rest of the subarea. The residential area generally consists of moderately-sized brick homes (often of fine detailing), with more substantial brick residences fronting Pleasant Run Parkway. The tree-lined streets and well-maintained yards accent the residential quality of the area.

The housing in Subarea One was generally developed between 1900 - 1940 and is in good condition. "Sound condition" housing units account for 93.5% of the area's buildings. Approximately 6.4% of the units in this area exhibit minor-deterioration (one of the lower subarea figures). One point to note is that 31.5% of the "minor-deterioration" units (23 buildings) exist in the small area described earlier in this section. The age of the structures and their frame construction does account for a portion of this concentration.

Commercial uses are very limited in this subarea, clustering around three intersections on the periphery of the subarea: 1) 10th and Emerson, 2) Emerson and Michigan, and 3) 10th and Arlington. The two Emerson intersections contain strictly neighborhood-oriented shops, while the Arlington intersection is part of a larger commercial center directly north. The condition of these shops is fairly good, requiring only minor maintenance.

The other major use in the subarea is park/open space. Three interconnected park/parkways enhance the quality of the area by providing natural vistas and recreation areas. Ellenberger Parkway and Pleasant Run Parkway are well-maintained areas which follow natural features, creating winding green belts in the neighborhood. Ellenberger Park is a major public (City) park. The park, located at 5301 East St. Clair Street, contains 41 acres and is classified as a "community park". The following data on the park is taken from the 1981 City of Indianapolis' "Park Facilities Assessment Report."

OVERVIEW: ELLENBERGER PARK

Rating

The character of the park is exceptional while the facilities are average to above average.

Description

This is one of the nicer, as well as older, parks in the City. Along with its mature trees and rolling landscape, other unique features of the park are the winter sports facilities for sledding and ice skating. The most urgent needs are for enclosure and improvement of the skating rink and general park improvements.

Deficiencies

- The ball fields do not have drinking fountains.
- The skating rink is in poor condition and needs to be enclosed and improved to allow more extensive use.
- Several perimeter parking lots are unpaved.
- Comfort station is unusable due to vandalism.
- Not enough picnic areas available.

Recommendations

We recommend the following improvements to upgrade this facility:

- Enclose and construct major improvements to the ice rink emphasizing the character of the park and employing a multi-use concept.
- Pave perimeter parking lots.
- Construct new comfort station and two large picnic shelters.
- Improve slopes to control erosion.

The population of the area is generally older, (25% of the people are age 65 and over) and has the highest median family income (\$24,674) of the neighborhood. The neighborhood average is \$20,968. The subarea has lost 15% of its population over the past twenty years (its 2252 people in 1980 represent a loss of 405 people since 1960). Owner-occupied homes account for 87% of all housing units - the highest in the neighborhood which is only 70% owner-occupied - and far higher than Marion County's figure of 59%. The ratio of people/household in 1980 was 2.48. Although lower than the 1960 figure of 2.71, this subarea is still rather densely populated. The neighborhood ratio is 2.42, while Marion County's is 2.63 (See "Demographic Analysis" section for further information.)

Streets in the subarea are in good condition, with some patching and resurfacing needed in areas west of Ellenberger Park.

Sidewalks are unevenly provided in this subarea. Some

sections are well-served, while others are not. Sidewalks are not provided in the following sections of the subarea: A, The area bounded by East St. Clair on the south, Leland Avenue on the west, East 10th Street on the north and Ritter Avenue on the east; B, East-west sidewalks in the area bounded by Ritter Avenue on the west, Pleasant Run Parkway on the south, Arlington Avenue on the east and 10th Street on the north. Sidewalks are well provided in the area bounded by Emerson Avenue to the west, Pleasant Run Parkway, N. Drive to the south, Ellenberger Parkway, W. Drive to the east and East St. Clair to the north.

In general, the northwest corner of the subarea is not served by sidewalks. Access to Ellenberger Park is difficult due to the lack of sidewalks along east-west streets leading to the park, as well as a lack of sidewalks along the western border of the park. Existing sidewalks are in good condition. Two areas suffer from very narrow sidewalks. These are: A, Pleasant Run Parkway, N. Drive west of Audubon Avenue on the north side of the street; B, along the east side of Arlington Avenue between 9th Street and Pleasant Run Parkway, S. Drive (along the golf course).

B. Subarea Two

Subarea Two is comprised of two distinct residential areas and a major public recreational use. The eastern and southern portions of the subarea are residential and border its major feature--Pleasant Run Golf Course. Pleasant Run Golf Course, located on 1036 acres at 601 N. Arlington Avenue, is one of eleven municipal golf courses in the City. The following overview of the facility is again taken from the City's 1981 "Parks Facilities Assessment Report".

OVERVIEW: PLEASANT RUN GOLF COURSE

Rating

This course appears to be in above average to very good condition.

Description

This course, together with nearby Ellenberger Park, has been a mainstay of the recreation program in the Irvington area for nearly 60 years. Today it is a facility the parks department can be proud of.

The architecturally-appealing clubhouse is relatively new and well-maintained. The grounds surrounding it are well organized to accommodate the parking of cars

and golf carts. Landscaping is ample and relatively well-maintained.

The course itself is irrigated, and the sprinklers on the tees and greens are automatically controlled. Bridges have been repaired within the past couple of years, and are in good condition.

Deficiencies

- One of the maintenance buildings, an old quonset hut, needs painting.
- Creek banks need work to control erosion.
- Pedestrian/cart bridges need to be replaced.

Recommendations

- Paint maintenance building.
- Construct creek bank renovation.
- Replace bridges.

In addition to this major public facility, three other public/semi-public uses are found in the subarea. Anderson Cemetery exists south of East 10th Street between Sheridan Avenue and Pleasant Run Parkway. The only cemetery in the Irvington neighborhood, the facility is well-maintained. A church (Christ Lutheran) and school (Little People's Prep - Arlington Elementary) occupy large sites at the southeast and southwest corners of the golf course. Both facilities are well-maintained. Residential use in the area is broken into two distinct sections: A, "Warren Park," and B, the residential area north of Washington Street.

The area bounded by East 10th Street on the north, Pleasant Run Parkway on the west, Irwin Drive on the south and west, and Edmondson Avenue on the east in the southern half of Warren Park an "Included Town" under the "Unigov" system. The area features expansive single-family homes on large lots. A unique feature of the area is the north and south Springbrook Avenue pair, which divides along Springbrook Creek. The homes are very well maintained and are younger than most residential construction in Irvington, having been built in the 1950's and 60's.

The residential area south of Pleasant Run (see Map 6) is generally an older (1900-1930) area of frame bungalows and larger frame homes. East of Kitley Avenue, more recently constructed frame cottages become common. There are some duplexes scattered throughout this portion of the subarea, but the overwhelming housing style is single-family. This subarea's building conditions rate highest in the neighborhood, with 94.7% of structures in the "sound" category. Only 4.8% of structures in this subarea fall into the

"minor-deterioration" category. These are scattered in the residential area north of Washington Street.

Commercial use exists only along East Washington Street and is intermixed with residential uses. The businesses are largely auto-related or service-oriented businesses which cater to the East Washington Street through traffic. Between Arlington and Sheridan Avenue on the north side of East Washington Street, some of the businesses exhibit minor deterioration. In addition, some businesses have outdoor storage inappropriate for the area.

There are no sidewalks in the portion of Warren Park included in this subarea (the area bounded by East 10th Street, Edmondson Avenue, Shelly Drive and Pleasant Run Parkway). Sidewalks are also lacking in the area east of Kitley Road. East-west roads in the subarea (Pleasant Run Parkway and Lowell Avenue) lack sidewalks along stretches of the streets. In general, existing sidewalks are in good condition, although, due to their age, cracking and settling is apparent throughout. East-west access along Pleasant Run Parkway and Lowell Avenue is hindered due to an incomplete sidewalk system. North-south streets are well served by sidewalks, while the portion of Warren Park under study and the eastern side of Pleasant Run Golf Course are in need of sidewalks.

The population of this subarea (roughly Census Tract 3607) is, like Subarea One, older (21% of the population is 65 years of age or older). The area has a median family income of \$19,250 (Irvington's median is \$20,968). The area has lost 15% (404 persons) of its population since 1960. Owner-occupied housing units account for 79% of the area's total units, which is above the neighborhood and County average. The ratio of persons per household in 1980 stood at 2.33, a large decline from 1960's 2.94. This is not an unusual figure when one views the populations decrease and aging, as well as the parallel trend at the neighborhood and county level.

C. Subarea Three

This west-central subarea is the one most typically identified as "Irvington". The area includes the neighborhood's oldest housing and encompasses both the trademark winding streets and unique "circles", as well as most of the numerous public/semi-public uses and focal points. The subarea contains the most diverse collection of land use and building conditions in the neighborhood. Although residential land use accounts for 81.4% of the subarea total, "special use" and commercial use also account for a 5.4% and 3.5% of the total area respectively). The residential area is a complex mixture of housing type,

style, age and condition. Most apartment buildings flank East Washington Street, while the rest of the subarea is a mixture of single and two-family residential units. Large frame or brick homes exist next to small cottages, homes on expansive lots next to those with little yard at all. Duplexes are most numerous in this subarea, accounting for 12.9% of the total units. The largest concentration of these duplex units occur in two zones: 1, an area bounded by Emerson Avenue, Pleasant Run, Lowell Avenue, Audubon Road and East Washington Street and, 2, the east side of Emerson Avenue between the former railroad right-of-way and the B & O Railroad right-of-way.

The housing is the oldest in the neighborhood (some homes date to the late 1870's). Architecturally, the subarea boasts excellent examples of several Victorian and early 20th century styles. Due partially to its age and largely frame construction, signs of deterioration are present. A total of 14.2% of structures in the area exhibit minor-deterioration, although in no real concentration. Major-deteriorated units account for only 0.5% of the total structures and appear to not be a major concern. Two points regarding housing conditions should be noted. Houses converted to duplex usage appear to have a higher percentage of minor deterioration than either single-family homes, or those built as duplexes. A large number of former single-family homes have also been subdivided into rental units. Conversely, housing rehabilitation is most prevalent in this area, with many old homes being restored/renovated.

Commercial uses cluster along East Washington Street ("downtown Irvington") and along Audubon Road between Julian Avenue and Irving Circle. The commercial uses along East Washington Street represent the streetcar-oriented corridor use of the 1920's. Currently, deterioration and obsolescence is noticeable in the older structures, as poor maintenance, vacancies, and lack of "first class" stores paint a bleak picture of Irvington - one not in keeping with the neighborhood itself. Commercial uses on Audubon are a mixture of newer "convenience" shops that are commuter-neighborhood-oriented. Although the older structures are in need of some renovation work, these uses function somewhat better overall than those on East Washington Street.

Subarea Three is almost completely served by sidewalks. Sidewalks exist on at least one side of every street except for Julian Avenue west of Spencer and the short Campus Lane cul-de-sac. Sidewalks exist on both sides of all streets except for: A, Oak Avenue between University and Arlington Avenues; B, Beechwood Avenue between Good and Arlington Avenues; C, Julian Avenue between Ritter and

Johnson Avenues; and, D, Portions of Hibben Street.

Conditions of these sidewalks are generally fair to good. Their age, most being over forty years old, is evident in the cracked and heaved sections, especially near trees. Sidewalks need maintenance and replacement where such problems occur. Problem areas are noted on Map 12.

Portions of several streets are in poor condition and need resurfacing and repair. The streets are: A, Audubon Road between East Washington Street and Irving Circle; B, Hibben Street between Audubon Street and Graham Avenue; C, Bonna Avenue from Ritter Avenue east to Good Avenue; D, Downey Avenue as it crosses the former Conrail Railroad R.O.W.; E, Lesley Avenue between Michigan Street and Lowell Avenue; and, F, Bolton Avenue between Michigan Street and Lowell Avenue.

In addition to the above poor street conditions, the former Conrail Railroad right-of-way scar has left several long dead-end or nonconnecting streets which hinder traffic flow and local accessibility. The following streets are examples of the problem: A, Spencer Avenue, B, Johnson Avenue, C, Good Avenue, D, Berry Avenue, E, Webster Avenue, and F, Catherwood Avenue.

D. Subarea Four

Subarea Four is diverse, containing large residential, commercial and industrial components. The area developed largely after World War II becoming an extension of the commercial aspects of East Washington Street, and residential character of southern Irvington. There are two distinct residential areas in Subarea Four: 1, an area of frame cottages bounded by East Washington Street, Arlington Avenue, the former Conrail Railroad right-of-way, and Sheridan Avenue and, 2, an area of brick tract housing bounded by the abandoned Conrail Railroad right-of-way, Arlington Avenue, English Avenue and Kenmore Road.

The first area of housing consists of small frame cottages and bungalows built from the 1920's to 1940's. The area exhibits a substantial amount of deterioration and is one of two portions of Irvington where deterioration is fairly concentrated. Of the structures in this area, 42.5% exhibit minor deterioration, while 3.2% exhibit major deterioration, far above the subarea figures of 15.1% minor deterioration and only .65% major deterioration.

The second residential area is a large and rather interesting area of post-World War II tract/spec. housing. Homes in this area are largely of brick construction and alternate between three architectural variants featuring two

different brick colors. Except for these variations, all homes are identical. Over the years, various owners have "customized" the homes, yet the unique character remains. Homes in this area are in good condition, with only a few showing any minor deterioration.

Commercial use in this subarea parallels East Washington Street and is anchored by the large outdoor Irvington Plaza Shopping Center. Irvington Plaza is an older suburban shopping center anchored by a Marsh Supermarket. The plaza is in fairly good condition, and acts as commercial facility for this section of the eastside (as opposed to the regional Eastgate Consumer Mall area several blocks to the east.) Auto-related and office-retail comprise other commercial uses, and all are in generally good condition. Approximately the eastern third of Subarea Four is devoted to light industrial use.

Several large firms comprise this area, and form a part of a larger industrial area to the south and southeast of the Irvington neighborhood. These industrial uses are fairly well separated from residential areas, and are both well-maintained and fairly new. There is some congestion along Kitley Road and English Avenue as a result of these and other industrial firms using the two roads as accesses to their businesses.

The sidewalk system is somewhat intermittent. North-south streets are largely served by sidewalks, although the system is interrupted in several places by missing sections, only to have sidewalks continue a block further (e.g., the intersection of Catherwood and Beechwood Avenues). East-west sidewalks are spotty, with Julian and Oak Avenues having long segments with no sidewalks. Julian Avenue in particular connects Arlington Avenue with Irvington Plaza through the neighborhood. The lack of sidewalks hinder pedestrian access to the plaza.

Sidewalks in the subarea are newer than those in areas west or north, and their condition is generally good.

Sidewalks and curbs are lacking throughout much of the residential area (a particular problem in trying to access Irvington Plaza on foot.) Street conditions are poor in the residential area near Irvington Plaza. Kitley Road, English Avenue, and Kenyon Road all are in need of improvements. Kitley Road, in particular, carries a great deal of heavy truck traffic and is currently not designed to handle such use.

The most important "special use" in the subarea is Fire Station #25, located at 17 South Sheridan Avenue, which serves the Irvington Neighborhood.

5. Subarea Five

The far southern subarea in the neighborhood exhibits a wide range of land use, in effect, acting as a "transitional zone" between solid residential areas to the north and large industrial complexes to the south. In the western portion of the subarea, residential use predominates. But as one moves east or south through the area, commercial and industrial uses become intermixed with residential use. Housing in this subarea consists of small frame homes. Residential deterioration is evident in the subarea, as 18.3% of structures exhibit minor deterioration, while 2.3% exhibit major deterioration. This is the only subarea in Irvington which contains some sub-standard units. These units exist along Greenfield Avenue east of Ritter Avenue. Poor quality, initial construction and deferred maintenance are two reasons for housing conditions in this area. The area is largely single-family, although duplex units exist throughout the western half of the subarea.

A large mobile home park exists east of Webster Avenue along Brookville Road. Most of the mobile homes are in good repair, and the park itself is relatively well-maintained.

Commercial use is spread along Brookville Road and Ritter Avenue. Retail (fast food) establishments, auto-related and office commercial uses dot Brookville Road, with a concentration of office/warehouse commercial along Ritter Avenue. Many of the commercial uses are small operations. These commercial uses near Ritter Avenue and Brookville Road exhibit minor to major deterioration.

Industrial uses exist as: 1, Small light industrial firms along Brookville Road and 2, more substantial light industrial firms east of Webster Avenue between the B & O Railroad and Brookville Road. The small Brookville Road firms suffer from minor deterioration, some appearing to be inappropriate for the site. The larger firms are well-maintained.

Some special uses exist in the area, such as a church, two union halls, and a large State Highway maintenance area. These uses are generally well-maintained and serve specific aspects of the population.

This subarea still contains a large amount of vacant land. Two specific areas are: 1, Brookville Road between Audubon Road and Arlington Avenue and, 2, irregular areas of land between the B & O Railroad and Brookville Road flanking Ritter Avenue (see Map 7). Although this land has been platted, development has not occurred. The mixed use

of the area, as well as surrounding deterioration, may be responsible for the lack of development. This subarea suffers from a lack of coherent land use and, to an extent, proper maintenance. Although largely residential, commercial and industrial uses have at times disrupted portions of the residential area.

Sidewalks and curbs are sporadic in the subarea - some areas (subdivisions) being well-served, others not served at all. The three major streets (Emerson, Ritter and Arlington Avenues) each are served by sidewalks which continue north into the neighborhood. Audubon Road lacks sidewalks south of the B & O Railroad which hinders pedestrian access in the central portion of the subarea. Burgess and Greenfield Avenues lack sidewalks along portions of the street. Brookville Road has no sidewalks. The interior sidewalk system is incomplete in the subarea, although most are in fairly good condition.

SECTION FIVE

ASSETS/LIABILITIES/NEEDED IMPROVEMENTS

From the detailed Land Use and Building Conditions surveys, analysis of existing site conditions and work sessions with the Irvington Planning Committee, the following list of neighborhood-wide assets/liabilities and needed improvements has been developed. This list reflects the observations and input of staff, neighborhood residents (through the residential survey) and the planning committee to identify both the positive and negative aspects of the Irvington community.

A general listing of neighborhood-wide assets/liabilities and needed improvements will be followed by a detailed listing for the following specific categories:

- | | |
|--------------------|----------------------------|
| II. Commercial | VI. Appearance |
| III. Housing | VII. Open Space |
| IV. Transportation | VIII. Public Institutional |
| V. Public Safety | IX. Industrial |
| | X. Zoning |

I. Neighborhood-Wide Findings

Assets

- The layout of the neighborhood presents a unique atmosphere and individuality.
- Neighborhood housing stock generally is of good to excellent quality.
- Historic architecture, as well as a unique mixture of architectural styles, give the neighborhood prominence.
- Commercial areas have high visibility and traffic.
- Long established and stable areas lend a strong sense of "neighborhood".
- A good mixture of housing types, (single-family, duplex, apartments), as well as a wide range of rental rates, serve all aspects of the community.
- Several active groups and organizations are involved in providing both activities in and a base of support for Irvington.
- Irvington is accessible to/from other areas of the City by major thoroughfares (Emerson, Arlington and Shadeland Avenues, E. 10th, E. Washington Streets and Brookville Road, as well as nearby I-465.)
- A wide range of public/semi-public facilities serve the religious and social aspects of the community. Their concentration in the neighborhood act as a stabilizing force.
- The neighborhood is enjoying an influx of new households

which are renovating many of the older homes in central Irvington.

- Two major recreational facilities, connected by a parkway system, provide open space and recreation for the neighborhood and City.
- Former railroad right-of-way offer the potential of infill housing and infrastructure improvements.
- Large tracts of vacant, industrially-zoned land in the southeast portion of Irvington offer the potential for business expansion or location which would aid the neighborhood (and City) by providing expanded employment opportunities.
- Crime has decreased dramatically in the Irvington area, falling 32% from 1980 to 1985.

Liabilities

- Deterioration of housing is wide-spread throughout the central and southern portions of neighborhood, although not in any great concentration.
- Deterioration/disinvestment of neighborhood commercial facilities (specifically severe along East Washington Street) has a negative impact on the neighborhood in general.
- Land along former railroad right-of-way is inappropriately used for commercial interests and inappropriately zoned to foster their continued operation.
- Inappropriately located and zoned industrial uses exist along portions of the B & O Railroad.
- Sidewalks and curbs are in poor condition or lacking in several areas of the neighborhood.
- Legal and illegal non-conforming structures (duplexes zoned for single-family use) exist throughout the central and far western portions of the neighborhood.
- Residential conversions appear to be increasing in the following categories:
 - A. from single-family owner to single-family rental.
 - B. from single-family to duplex or multi-family.
 - C. some conversions from residential use to commercial use.
- Land use and zoning inconsistencies cause conflicts between residential, commercial, special use, and industrial components of the neighborhood.

The following assets/liabilities and needed improvements address specific aspects of the neighborhood.

II. COMMERCIAL

Assets

- Major shopping plazas/malls are located in and near the neighborhood.

- Commercial facilities are conveniently located on major thoroughfares.
- A large population base, both in and surrounding Irvington, provides a strong customer/service area.
- Major shopping plazas feature a wide range of services for the surrounding neighborhoods.
- Some small, neighborhood-based commercial uses serve the special needs of the residential areas (e.g., neighborhood groceries serving the elderly).

Liabilities

- Deterioration, disinvestment and vacancy problems along commercial portions of East Washington Street are major liabilities for the neighborhood--specifically in light of the high visibility of this portion of the neighborhood.
- Buildings are in need of renovation along East Washington Street, as well as portions of Audubon Street along the abandoned Conrail Railroad right-of-way.
- East Washington Street, specifically, suffers from:
 - a. Poor facade/storefront design,
 - b. Poor structural maintenance,
 - c. Declining quality of stores & services, as well as
 - d. Overall poor visual image caused by,
 - 1) Lack of landscaping,
 - 2) Poor sidewalk conditions,
 - 3) Inappropriate signage.
- Vehicular accessibility to stores is difficult along East Washington Street, as parking is poorly located or lacking and the high traffic volume along the street creates conflicts for those attempting to access or exit parking areas.
- Commercial uses along Brookville Road are often poorly-maintained and screened from surrounding uses.
- Commercial buildings in the East 10th Street and Arlington area suffer from lack of parking and accessibility problems.
- Some businesses are inappropriately located in converted residential structures.
- Merchants are poorly organized and represented along East Washington Street. A need for a strong "voice" for the area is apparent.

Needed Improvements

- Building renovation (East Washington Street):
 - a. Facade/exterior rehabilitation to enhance businesses,
 - b. Upgrading store interiors to improve service.
- Improved parking and accessibility along the entire commercial corridor of East Washington Street.
- Strong opposition to conversions from residential to businesses use, and direction of new, relocated businesses to commercially-designed structures.

- Landscaping and buffering of commercial uses and their related parking areas from surrounding residential or special uses.
- Location of new businesses along East Washington Street which are either "specialty stores" or cater to the needs of the surrounding neighborhood.
- Buffering/proper landscaping of businesses along Brookville Road.
- Enforcement of the City's sign ordinance and removal of illegal signs.
- Improvement of sidewalk and curb conditions serving all commercial property to assist the large amount of local pedestrian traffic.
- Development of new sign standards.

III. RESIDENTIAL

Assets

- Sound, well-built housing stock.
- Historic architecture and unique mixture of styles.
- An established area (stable, fully-developed neighborhood).
- Variety of housing types available:
 - a. Single and two-family,
 - b. Apartments.
- A wide range of rental rates available.
- Services (commercial/social) located nearby.
- A high owner-occupancy rate, encouraging stability, yet with an adequate supply of rental homes for young families as well.
- Homes being privately renovated/rehabilitated throughout the central portion of neighborhood (in many cases preserving or enhancing the home's architectural or historic aspects.)

Liabilities

- Deterioration of older homes in central and southern portions of the area.
- Some areas of poor-quality housing south of the B & O Railroad and in the area bounded by East Washington Street, Arlington Avenue, the former Conrail Railroad right-of-way and Sheridan Avenue.
- Conversion of single-family residential units into either:
 - a, single-family rentals or, b, multi-family rentals.
- Business decline along East-Washington Street perceived as depressing home value (and maintenance) for properties which parallel the street.
- Some renovation work being done that is unsympathetic to the surrounding architecture and the home itself.

Needed Improvements

- Buffering of residential uses from commercial (and some special) uses.
- Arrest housing conversions, (sub-divisions of housing into either non-residential uses or more dense residential uses.)
- Continued rehabilitation and maintenance of older residential housing stock.
- Maintenance of unique architecture of Irvington homes whenever feasible.
- Paint-up/fix-up of older housing - specifically the development of a program to aid elderly homeowners in the maintenance of their housing.

IV. TRANSPORTATION

Assets

- The area is both bounded and bisected by major thoroughfares.
- Access to other areas of the City is provided by East Washington Street, East 10th Street, Emerson, Arlington and Shadeland Avenues as well as I-465.
- It is well-served by public transportation.

Liabilities

- East Washington Street, a major east-west commuter access from the downtown to the eastern suburbs, bisects the neighborhood.
- Traffic flow is hindered on East Washington Street by ill-placed and too numerous curb cuts. This problem, when tied to some narrow intersecting streets, creates traffic congestion, especially during rush hours.
- Alleys, especially in the central portions of the neighborhood, need maintenance and resurfacing (see Map 12).
- Parking along East Washington Street is poorly arranged, inadequate and often difficult to access.
- The intersection of English Avenue, Brookville Road and Irvington Avenue is poorly signed and striped, causing traffic confusion.
- Sidewalks throughout the area need repair. Several important commercial and special uses are not properly served by sidewalks (see Map 12).
- Emerson and Arlington Avenue traffic is a problem for residents who live on these streets. Speeding, rush-hour congestion and hindrance caused by motorists attempting to turn onto intersecting streets are noted problems.
- Several residential streets are in poor condition and need resurfacing (see Map 12).

- Dead-end streets caused by the former Conrail Railroad right-of-way create hazardous conditions (narrow streets with no turn around space) and intra-neighborhood transportation problems.

V. PUBLIC SAFETY

Assets

- Several neighborhood Crime Watch areas are in place (see Map 24).
- The City's first Business Crime Watch area exists along East Washington Street in the neighborhood.
- Fire Station #25 serves the area from its location at 17 South Sheridan Avenue (see Map 11).
- The incidence of all crime (as reported by the Indianapolis Police Department) has dropped 32% since 1980.

Liabilities

- Central and southern portions of the neighborhood are not active in the City's Crime Watch Program.
- The area along and near East Washington Street is perceived to have a crime problem (thought to originate from people outside the neighborhood).
- Police coverage of the area is perceived as being somewhat less than needed.
- The incidence of robbery in the neighborhood has increased slightly since 1980, (while it has dropped Township and County-wide).

Needed Improvements

- Expansion of the Neighborhood Crime Watch Program to areas in the south and central portions of the neighborhood (specifically south of East Washington Street).
- Encouragement of a more visible police presence in the neighborhood, specifically on residential side streets.
- Strong code enforcement for structures which have long-standing or numerous violations.

VI. APPEARANCE (Landscaping, Signage, Facades)

Assets

- Many homes in the neighborhood feature well-maintained and landscaped yards which enhance the quality and visual appeal of the area.
- Most churches and other public/semi-public uses are

designed and landscaped to both blend in with the surrounding neighborhood and enhance the streetscape.

- The historic and architectural heritage of the residential area is being maintained and enhanced as several renovation projects have been sensitive to these aspects of the homes.
- Several commercial structures on East Washington Street offer the potential for renovation which would highlight their architectural details and enhance the overall streetscape, tying it better to the adjacent neighborhood.

Liabilities

- Public sidewalks are in poor condition and not properly maintained.
- Deteriorating homes are detracting eyesores for the surrounding neighborhood.
- Front yard fences, although confined largely to the far southern portion of the neighborhood, detract from the visual aspects of the neighborhood and are often not maintained.
- Commercial areas suffer from:
 - a. Abandoned signs,
 - b. Inappropriate signage,
 - c. No unification of sign location or size ("sign clutter"),
 - d. Deterioration, poor coordination and inappropriate improvements to commercial facades foster a chaotic appearance and lack of unity,
 - e. Parking lots not landscaped or buffered from street & surrounding homes,
 - f. Debris and trash often seen in front of commercial establishments along East Washington Street and Irvington Plaza.
- Automobiles parked or "stored" on streets or in front yards in the southern and eastern portions of the neighborhood both detract from the area's appearance and pose potential safety problems.
- Portions of the former Conrail Railroad right-of-way is not maintained. Weeds and some dumping are major problems.
- Several industrial uses have no landscaping or similar screening from surrounding uses. Although fairly well-maintained, they do present a stark appearance from the street.

Needed Improvements

- Standards and enforcement as to the number, placement and size of signs in the older commercial area along East Washington Street.
- Facade/exterior rehabilitation of commercial facades which attempts to:
 - a. enhance (or restore) any unique architectural character, and

- b. unify the streetscape following an agreed-to set of "standards" for building design.
- Enforcement of City codes to remove inoperable vehicles from public rights-of-way and front yards.
- Paint-up/fix-up of those homes currently in a state of deterioration.
- Removal of front yard chainlink fences.
- Maintenance and eventual re-use of the former Conrail Railroad right-of-way.
- Better maintenance, both public and private, of areas in front of commercial uses - specifically regarding trash.
- Maintenance and/or replacement of deteriorated sidewalks and curbs.
- Proper landscaping and buffering in parking lots to screen residential uses and enhance their appearance.
- Better landscaping of Industrial facilities, specifically in areas along major streets or where outdoor storage can be easily seen.

VII. OPEN SPACE

Assets

- Tracts of land are available in the southern and eastern portions of the neighborhood which are suitable for light industrial development.
- Former railroad right-of-way offers the potential for infill housing and infrastructure improvements.

Liabilities

- Very little land is available or suitable for new residential construction (area "built out").
- Conflicting land uses and design considerations may hinder re-use of former railroad property.

Needed Improvements

- Coherent development of industrially suitable tracts of land by light industrial uses.
- Careful consideration of land use compatibility and infrastructure needs in the re-use of the former Conrail Railroad right-of-way.

VIII. PUBLIC-INSTITUTIONAL

Assets

- The neighborhood contains (see Map 11):

- a. A Public library,
- b. A large number of established churches serving several faiths,
- c. Public and parochial schools in or bordering the area,
- d. Fire Station #25 located in the neighborhood,
- e. Pleasant Run Golf Course,
- f. Ellenberger Park,
- g. Irving Circle,
- h. Benton House.

Liabilities

- Some parking congestion is caused by functions at schools/churches.
- Parking lots for some uses are insufficient or poorly-screened.
- Some problems with vandalism in Ellenberger Park, as well as Pleasant Run Golf Course, are noted by area residents .

Needed Improvements

- Cooperation between neighborhood and public/institutional uses regarding parking considerations during public functions.
- Better landscaping and screening of parking lots from surrounding residential uses.
- Implementation of improvements noted by the Department of Parks and Recreation for Ellenberger Park and Pleasant Run Golf Course.
- Cooperation between IPD, neighborhood organizations and the Department of Parks and Recreation to attempt to minimize vandalism in all parks.

IX. INDUSTRIAL

Assets

- Light industrial uses in neighborhood, as well as heavy industrial uses bordering eastern and southern portions of the neighborhood, offer potentials for local employment, as well as increased tax base.
- Land available for expansion or new facilities.

Liabilities

- Industrial use near Ritter Avenue along the B & O Railroad encroaches into residential areas and is inappropriate in this location.
- Industrial uses in general are poorly landscaped or buffered from both residential areas and bordering streets.

Needed Improvements

- Long-term removal/relocation to a more suitable location of the industrial uses found along the B & O Railroad near Ritter Avenue.
- Screening and landscaping of industrial uses from nearby residential areas, as well as along visible access routes. Areas of outdoor storage, where easily visible, should also be screened.

X. ZONING

Assets

- Most commercially used land is zoned for commercial usage.
- The current D4 and D5 Dwelling Districts properly serve the residential land use on which they are placed.
- All of the existing parks, golf courses and parkways are properly zoned PK-1.

Liabilities

- Most public-institutional land uses (churches, schools, cemeteries) are currently zoned for either single-family residential or commercial use, thus hindering their further development.
- Most apartment buildings, specifically along East Washington Street, are currently zoned C4 - a commercial zoning classification inappropriate for a residential land use.
- Areas of commercial or industrial zoning districts in areas primarily residentially used or surrounded by such uses.

Needed Improvements

- Correctly zone current, appropriate land uses to their proper zoning district (e.g., public-institutional land use zoned a "special use" zoning district).
- Downzone certain commercial and industrial areas to a more appropriate zoning district to better support the most appropriate range of these land uses in the neighborhood.
- Develop a plan which properly matches land use proposals and decisions with the appropriate zoning district designations.

SECTION SIX

IRVINGTON NEIGHBORHOOD SURVEY

I. Introduction

On March 1, 1986 a group of Irvington Neighborhood residents distributed 4,402 survey forms to households in the Irvington area. The survey's purpose was to determine, firsthand, the personal feelings of residents regarding their neighborhood's strengths, weaknesses and potentials. A high level of concern on the part of residents for the future of their neighborhood engendered the highest response rate of any neighborhood survey yet undertaken by the City's Division of Planning. Fully 27% of the survey instruments (1,168) were completed and returned.

The following section summarizes the more important conclusions able to be drawn from these results and points out certain restrictions in their interpretation. Complete results of the survey responses are included in Appendix J of this subarea plan.

II. Methodology

The rationale for conducting a neighborhood survey was to:

- allow for a wider participation of Irvington residents in the neighborhood planning process, and
- to assist planners in better assessing the assets and liabilities of the neighborhood.

The survey was hand delivered by community volunteers to every household (residence and apartment) within the Irvington Neighborhood Plan boundary. Approximately 26 volunteers distributed surveys to the five neighborhood planning subareas (each color-coded). The subareas were further broken down into eight square block segments to aid distribution. The trifold, one page survey was to be filled out by residents and then returned to the City's Division of Planning via bulk mailing at the City's expense.

Surveys were accepted and tabulated in the total return/response figures until the cutoff date of March 15 specified on the survey form. The surveys were then entered into a computer and the responses tabulated (see Appendix H). Written responses to open-ended questions were transcribed and categorized by subarea. Each response was included in the master survey result report.

III. Survey Representativeness

Of the five subareas that comprise the Irvington Neighborhood, only one (Subarea II) attained a response that was approximately equal to its share of the total number of households in the neighborhood (14% of responses as compared to its 16% share of Irvington households.) The high degree of interest in the survey in Subareas I and III resulted in a significant over-representation--28% versus 15% and 49% versus 28% respectively. Conversely, Subareas IV and V were seriously under-represented consequent to only a 9% share of survey completions from an area containing 41% of the total neighborhood households.

At 49 years, the average age of respondents is substantially higher than the average for the neighborhood. This is not unexpected since 87% of the respondents were homeowners and 77% were heads of households.

The marital status of survey respondents rather closely parallels the profile of the Irvington neighborhood with only single respondents being significantly under-represented. Whereas singles represent 21% of the population 15 years old and over, they constitute only 11% of survey respondents.

Although 70% of households own their homes, 87% of those responding to the survey were homeowners and only 13% renters. While this is perhaps understandable, homeowners are over-represented in the response.

Respondents to the survey were better educated in general than the average for Irvington. 72% of respondents had at least some college education as compared to the neighborhood norm of 46%.

The 1980 Census income figures inflated to 1986 dollars, suggest a mean household income of \$31,000. This figure is close enough to the respondent income profile to be considered representative of the neighborhood.

Reviewing the above profile of survey respondents, we can draw the following conclusions regarding the representativeness of the Irvington survey. The 26.5% response rate provides a large enough data base to assure a reasonable degree of confidence in its findings. On the other hand, it is clear that those responding to the survey were not strictly representative of the neighborhood population as a whole. In interpreting the results, one should consequently be careful about making inferences concerning the entire neighborhood, keeping in mind that the survey conclusions most adequately project the opinions of older, better educated household heads residing in Subarea I, II and III who are (or have been) married and own their homes.

One can be confident that responses approach representativeness only in those instances where an overwhelming proportion of the respondents indicated a particular response.

IV. SURVEY RESULTS

Respondents cited the physical appearance of the neighborhood and the affordability of its housing as the two principal reasons for their decision to live in Irvington. 55% mentioned the neighborhood's appearance and its physical amenities as reasons for their choice and fully 93% rated their immediate neighborhood as either pleasing or at least acceptable.

This is not to say that the neighborhood is without problems. When asked what these problems were, almost 54% of those that were cited concerned commercial activities. Principal among these (38%) was the deteriorated condition of the Washington Street commercial strip through the neighborhood. Of the remainder, 12% felt that shopping was inadequate in the area. While 15% of respondents perceived the physical appearance of the neighborhood as the greatest problem in Irvington, it is perhaps significant to note that the preponderance of these responses (64%) came from the two subareas bisected by East Washington Street and the commercial strip alluded to above.

In an effort to identify areas needing improvement in the public sector, residents were asked which public services were a problem for them. The highest percentage of responses pertained to the local street system--specifically their paving, cleaning and plowing after snows. Other services were generally considered to be adequate with the lowest negative perception being registered with library services and trash collection.

Relative to the neighborhood's infrastructure, almost half of the respondents indicated a need for sidewalks. Of these, Julian Street from the 5700 block to Irvington Plaza was mentioned most often as having the greatest need. University Avenue, in the same general area, also was named by a relatively high number of respondents. Two areas that were recognized by respondents from a cross-section of subareas were Pleasant Run Parkway and the periphery of Ellenberger Park.

In the area of traffic control, 47% of the intersections that residents felt needed stoplights or modifications to existing stoplights were on East Washington Street, while 43% of the intersections were situated along East 10th Street. Locations which appear to have the greatest consensus among the five Irvington subareas as to their need

for traffic lights were Washington Street at Sheridan, East Washington Street at the K-Mart store and 10th and Arlington where a number of people felt a left-turn signal was needed.

Consistent with the high percentage of respondents who were satisfied with the appearance of their neighborhood, 92% also felt that the housing stock in their immediate neighborhood was stable or improving with 76% having made exterior repairs within the past two years. The positive perception will, in all likelihood, persist as 60% also expressed an intention to make exterior repairs in 1986.

Irvington residents who shop at stores along East Washington Street do so for a wide variety of goods and services. There is a strong suggestion of need, however, for additional restaurants and, to a lesser degree, a drugstore and specialty shops. The survey response also indicates that customer volume would increase with the addition of more adequate off-street parking and a broader mix of retail outlets. Attention to the exterior appearance of some stores and the lease-up of now vacant outlets would also improve customer perceptions and participation.

Only 6% of respondents viewed crime as a serious problem in the neighborhood. Nonetheless, 47% indicated that they or members of their family had at one time been a victim of crime in Irvington. This may well speak to the possibility that these crimes were of a less serious nature or that the situation has improved in recent years. In any case, increasing police patrols and a strengthening of the Crime Watch program were the overwhelming choices to improve the area's safety.

Although the great majority of residents perceived their immediate neighborhoods to be safe from crime, they admitted to having certain areas of Irvington that they felt to be unsafe. Over 42% (209) of those responding to this question indicated the vicinity of Washington and Ritter as a danger area. Of these, 83 singled out the Plasma Alliance at 9 South Ritter. Almost three out of four respondents (355) judged the Washington Street corridor through Irvington or specific areas along it as being unsafe. 35 respondents also thought that the area of Sheridan and Washington Street with its Adult Bookstore was unsafe.

There is a fair degree of unanimity among respondents as to the causes of crime in their neighborhood. 55% view youth and teenagers as the principal cause of crime in the Irvington area. 11% specifically cite patrons of the Plasma Alliance.

In conclusion, it is probably fair to say that Irvington residents responding to this survey view their neighborhood very positively and are generally satisfied with its condition. The most significant negative perception that emerges from the survey is a concern on the part of residents regarding the integrity of the Washington Street commercial strip and its improvement as a neighborhood asset. Yet, the overall survey profile is upbeat and optimistic. The large response to the survey questionnaire does not seem to have been prompted--as in most cases--by highly visible, negative factors threatening the neighborhood. Rather, the strong participation would seem to stem from the desire to preserve an environment they find appealing, as well as insure its viability into the future.

PART II

SECTION ONE

GOALS AND OBJECTIVES

I. INTRODUCTION

The detailed list of "Assets/Liabilities/Needed Improvements" presented in Section Five serves as the basis for proposing specific goals and objectives for the future growth and development of Irvington. Goals are ideals which the community aspires to attain, while objectives are more concrete results that in the short and long-terms can be attained. These objectives are based upon the "Needed Improvements" noted under each category of the preceding section. This section is most important, as it forms the framework from which specific action plans, recommendations and design schemes are drawn.

II. COMMERCIAL

Goals

GOAL A

To provide more businesses oriented to neighborhood needs, returning the commercial area to the useful service it traditionally had served.

GOAL B

To increase the economic vitality of commercial areas by developing: 1, Guides for maintenance and improvement of commercial establishments; 2, Public/private sector incentives for business growth and development.

GOAL C

To halt both the physical and business deterioration on East Washington Street by developing a strategy to market the unique aspects of the area by neighborhood, business and City agency concerns.

Objectives

- Rehabilitate existing, sound structures, with sensitive regard for architectural integrity.

- Redevelop streetscape and pedestrian elements (improvement of landscaping, signage, sidewalks) to enhance commercial viability .
- Form a Community Development Corporation in tandem with the Irvington Community Council and other neighborhood groups which would function as a not-for-profit, private sector catalyst for commercial (and residential) maintenance and redevelopment.
- Provide strict code and zoning enforcement regarding signs and parking.
- Strongly oppose the continued operation of adult entertainment/bookstore operations in the area.
- Work with the police department and private business owners to provide improved security along those areas of East Washington Street where crime is perceived as a problem. Business would be encouraged to evaluate their establishments and assist in making needed improvements.
- Provide proper pedestrian access to commercial facilities through sidewalks and curbs.
- Create a joint public/private maintenance program to improve the physical aspects of East Washington Street, (i.e., public area joint maintenance by the City, merchants association, potential Development Corporation, and property owners).
- Promote and encourage the location of desirable commercial establishments which would create a "village atmosphere", where shoppers could find a diverse assortment of goods and services in a cohesive business community.
- Strongly encourage private property maintenance and enhancement by private property owners.
- Develop a strategy to market the "Downtown Irvington" area of East Washington Street as a unique place to visit and shop, both for neighborhood residents and commuters.
- Provide proper zoning districts which would promote desirable commercial development, yet be sensitive to the long-term land use goals of the neighborhood.
- Strongly discourage residential conversion to business use anywhere outside of East Washington Street. Conversions along East Washington Street should be carefully scrutinized to ensure they best fit the land use and commercial goals for the neighborhood.

- Unify and better identify parking areas to serve commercial uses (increasing accessibility and improving parking lot design).
- Study the potentials and suggest opportunities for increased parking along and near East Washington Street between Irvington and Bolton Avenues.

III. RESIDENTIAL

Goals

GOAL A

To maintain and enhance the housing stock of Irvington, preserving not only the historic/architectural qualities of the housing, but the diversity and integrity of the population which resides there as well.

GOAL B

Preserve the sense and atmosphere of a family residential neighborhood.

Objectives

- Encourage residents to maintain homes, reinforcing their sense of pride in the neighborhood.
- Seek appropriate funding sources to assist elderly and/or low income residents to perform needed home rehabilitation and maintenance. Work to develop a locally-based paint-up/fix-up program, possibly through a not-for-profit development corporation (see B. Commercial).
- Develop design standards and guidelines which would suggest rehabilitation/renovation strategies sympathetic to the architecture of older homes as well as the overall visual integrity of the neighborhood.
- Promote and assist in enforcing active code enforcement throughout the area.
- Infill housing on vacant parcels and (long-term) along appropriate segments of the former Conrail right-of-way.
- Refine the zoning districts in the neighborhood to better define residential uses from one another, as well as from commercial and industrial uses.

- Strongly oppose any residential conversion to commercial use on non-commercial streets (commercial streets are East Washington Street and Brookville Road).
- Carefully monitor and attempt to limit the number of single-family homes being converted to multi-family use. Work to insure that those homes which can be appropriately converted follow all code regulations and obtain necessary zoning/ variance clearance.
- Work to ensure that a desirable mix of residential population (age, family type, income and race) is maintained or enhanced.
- Support the effort to place the Irvington area on the National Register of Historic Places to help foster recognition and resident pride in the historic character of the area as evidenced in it's housing stock.
- Provide alternatives to ease the access problems caused by numerous dead-end streets along the former Conrail Railroad right-of-way.

IV. TRANSPORTATION

Goal

Provide a safe, efficient and coherent transportation system, both vehicular and pedestrian, which services the entire neighborhood.

Objectives

- Provide new sidewalks and curbs where needed.
- Repair and replace sidewalks and curbs which are in poor condition, following a priority schedule.
- Provide parking areas, specifically along East Washington Street, which are better identified and more accessible.
- Preserve unique aspects of the street/transportation system where possible (brick street, brick gutters, limestone curbs, street names in sidewalks).
- Provide increased intra-neighborhood accessibility as well as lessen maneuverability and parking problems by connecting dead-end streets to Bonna Avenue, using former railroad right-of-way to either extend streets or provide for some type of cul-de-sacs (see Maps 26, 27).

- Examine the street traffic through Irvington to determine if:
 - A. The one-way traffic on Julian Avenue is functioning as originally intended,
 - B. The functional classification of Ritter Avenue through the area is appropriate.
- Provide better maintenance/repair of streets in the area.
- Provide bus shelters along East Washington Street for the many elderly residents of the neighborhood, specifically those who live along East Washington.
- Improve the condition of Kitley and Brookville Roads (shoulders, curbs, surface).

V. PUBLIC SAFETY

Goal

To maintain and continue to enhance a physically and perceptually safe, secure neighborhood environment which will aid in the growth and development of all aspects of Irvington.

Objectives

- Eliminate those commercial uses which foster either transient or undesirable elements, relocating if necessary uses which do serve a needed purpose to less sensitive areas of the neighborhood.
- Promote and increase the level of neighborhood involvement in the City's Crime Watch Program, stressing its important role in crime deterrence, protection and information for Irvington.
- Develop a program of youth involvement (via churches, the Parks Department, or other groups) to give area teenagers constructive outlets for their free time.
- Maintain and work to strengthen the current level of fire protection to the area.
- Develop business-to-business cooperation regarding security enhancement.

VI. APPEARANCE

Goals

GOAL A

To increase the business and neighborhood resident involvement in strengthening the physical aspects of Irvington.

GOAL B

To enhance the image of East Washington Street as a viable commercial/neighborhood center; one which stresses aesthetic improvements and sensitive urban design in renovation and new construction.

GOAL C

To maintain and highlight the unique physical assets of Irvington.

Objectives

- Provide design standards and facade examples to guide store owners, private groups, and City agencies in renovation or new construction in a way that blends into the surrounding neighborhood and complements the image of the area.
- Encourage and promote resident pride in the neighborhood and their property.
- Ensure proper maintenance of Park Department property along Pleasant Run.
- Implement a program to assist property owners in proper landscaping of their properties, providing technical assistance to accomplish this.
- Begin to work with Indianapolis Power and Light Company on alternatives for the difficult problem of relocating overhead wire service in the neighborhood.
- Maintain the unique tree-lined streets and parkways, specifically caring for older trees and the removal and replacement of diseased/dead trees with quality street trees.
- Develop an "entry-way" scheme (through signage and landscaping) to delineate major gateways to the neighborhood.
- Eliminate illegal outdoor storage of vehicles, building

materials, and trash through active code enforcement and neighborhood organization monitoring.

- Work to implement a design scheme (both short and long-term) for: A, East Washington Street and, B, the former Conrail right-of-way.
- Landscaping/enhancement of Irving Circle to better display this unique aspect of Irvington.

VII. PUBLIC-INSTITUTIONAL

Goals

GOAL A

To better integrate parks and related public recreational facilities into the overall neighborhood by upgrading existing park facilities and increasing accessibility of public recreation areas for all neighborhood residents.

GOAL B

To provide safe, secure park and recreational areas which can be enjoyed by all age groups.

Objectives

- Work to reduce vandalism and crime in the parks through:
 1. Better police surveillance,
 2. Better park maintenance and supervision, and
 3. Increased community involvement in improving park facilities.
- Improve facilities at Ellenberger Park (i.e., restrooms, play equipment, basketball courts, and tennis courts) as noted in the Irvington Neighborhood Survey Results and the Parks Department Needs Assessment Report.
- Build sidewalks around and leading to Ellenberger Park to allow safe, improved pedestrian access to the recreational facility.
- Build sidewalks along the south side of Pleasant Run Golf Course in order to improve pedestrian accessibility to the park.
- Develop a joint effort between the Irvington Community Council, other interested community groups and the Department of Parks and Recreation to provide better

maintenance of areas along Pleasant Run and Pleasant Run Parkway.

(PUBLIC/SEMI-PUBLIC USES)

Goals

GOAL A

To maintain and improve the level of education, both in public and private schools, by stressing parent participation in educational programs.

GOAL B

To better integrate the many fine church and church-related uses into the neighborhood through:

1. Proper zoning of uses,
2. Enhanced or better marked parking, and
3. More active involvement of all churches in community improvements.

Objectives

- Rezone churches and public uses (Fire Station, Library) to the proper "Special Use" designation to match their current use to the appropriate zoning.
- Develop an ongoing, cooperative effort between neighborhood groups and churches to ease the parking congestion found near some churches in the neighborhood.
- Maintain the current schools which service the neighborhood as a vital part of the overall health of Irvington.
- Encourage the neighborhood and schools in the area, as well as the school system, to develop more active neighborhood, parent/teacher/school cooperation regarding programs.
- Develop a dialogue or forum between IPS representatives, neighborhood groups and school PTA/PTO groups to discuss and work to overcome problems perceived by Irvington parents regarding the public schools.

VIII. INDUSTRIAL

Goals

GOAL A

To attract quality light and general industrial use to

those areas which will not conflict with residential or commercial aspects of the neighborhood, providing a strong local employment base.

GOAL B

To remove industrial uses from areas that are in conflict with residential development, both single and multi-family, redeveloping this land for residential use.

Objectives

- Remove all industrial uses (long-term) from areas other than that bounded by the former Conrail Railroad right-of-way on the north, Kitley Road on the east, Brookville Road on the south, and the half block East of Sheridan Avenue and Webster Avenue on the west (see Maps 8 and 22). Industrial uses are inappropriate and in conflict with the long-term development of Irvington.
- Develop industrial buffering and grounds landscaping to provide transitions between this use and residential or commercial uses.

IX. ZONING

Goals

GOAL A

To provide a coherent development of the area which stresses proper zoning classifications to foster commercial growth, yet protect and support the most important residential aspect of Irvington.

GOAL B

Revamp zoning districts to address current use/zoning conflicts and plan for future development.

Objectives

- Develop a zoning plan which works to properly zone existing and potential development and discourages incompatible use or improperly zoned areas where variances are necessary.
- Implement proper zoning which provides proper definition/separation of residential, commercial and industrial uses. Such zoning would encourage proper redevelopment (following the plan) while discouraging inappropriate uses.

SECTION TWO SPECIFIC RECOMMENDATIONS/ACTIONS

I. INTRODUCTION

Section Two of Part Two details a list of twenty neighborhood-wide recommendations which provide a general scheme for corridor improvement. These recommendations are based upon existing conditions found in the neighborhood and the needed improvements and stated goals and objectives outlined in previous sections of this report. This section presents the basic framework used in developing the specific recommendations for each aspect of the neighborhood - both the physical and programmatic improvements needed.

II. RECOMMENDATIONS

A. NEIGHBORHOOD-WIDE (Commercial, Residential, Public/Parks and Industrial)

The following recommendations address problems identified earlier in this report, suggesting short-term physical needs of Irvington, as well as long-term improvements that the neighborhood residents, community groups, businessmen and the City should strive to attain.

1. Discourage commercial encroachment into surrounding residential areas, specifically along E. Washington Street, by providing a land use division, proper zoning and physical buffering between the uses.
2. Limit access points into East Washington Street to allow more efficient traffic flow and fewer vehicular conflicts. Duplicative or underutilized curb cuts should be eliminated in order to provide a more coherent streetscape and better pedestrian travel. Fewer curb cuts would also better channel traffic into more desirable business access points (parking lots).
3. Develop a sidewalk repair/construction program in conjunction with the Department of Transportation to address the aging sidewalk system in the older areas of Irvington, as well as provide sidewalks to link important pedestrian routes.
4. Develop a more coordinated and coherent off-street parking system for both existing and proposed uses along commercial areas of Irvington. Parking

needs, specifically along E. Washington Street, should be worked into each new development with careful attention to surrounding parking situations. Unification and lot redesign can increase current parking lot function. Cooperation between private businesses is the key for this situation.

5. Develop design standards for the renovation of existing buildings and the construction of new structures. These standards would act as a "suggestion/reference book" to assist property owners enhance their structures in a way that fits in with the unique character of Irvington, providing "helpful hints" for restoration and renovation.
6. Develop a comprehensive series of standards for signage, (commercial identification and advertising). Standards would attempt to better unify heights, placements and sizes of signs, as well as their type and number.
7. Clearly redefine the zoning districts of the neighborhood to assist in the definition and separation of uses within Irvington. Rezoning areas over time would encourage the proper development of the neighborhood, assisting existing appropriate uses to develop or expand in the neighborhood, and discouraging uses inappropriate for an area.
8. Increase police visibility and interaction with the neighborhood organizations and businessmen to lessen both the perception and reality of crime along E. Washington Street.
9. Develop active crime watch areas to assist the police and community. As a whole, make the neighborhood aware of how to take precautions against crime.
10. Work to restore the Julian House as a functional asset to Irvington. The Julian House is one of Irvington's most important historic structures. The neighborhood has placed the restoration of this home as a top priority. Although they would like the home restored as a private residence, they understand the cost of such a restoration may prove prohibitive. An appropriate office, or special use of the structure, is acceptable as a restoration option. The neighborhood feels strongly that such a use in a restored Julian House is far preferable to the continued deterioration and possible loss of this historic landmark in their community.

11. Renovate commercial structures along E. Washington Street. The main problem identified in Irvington is the deteriorated condition of the E. Washington Street Commercial area. Businesses and property owners must take the initiative to look at their own investments and how they can upgrade the current condition of their investment. Following the recommendations of the plan, neighborhood groups, business groups and the city should work to implement the changes needed to make "downtown Irvington" a competitive, aesthetic business area. Without property owner initiative, this goal of the neighborhood and business owners will not be possible.
12. Carefully monitor and limit the conversion of single-family homes for multi-family use. Work to insure that those homes which can be appropriately converted follow all code regulations and obtain necessary zoning/variance clearance.
13. As a part of the revised Tax Abatement Program for the City of Indianapolis, which allows recommendations on tax abatement policies for neighborhood and corridor plans, specific terms of abatement be recommended for the Irvington Neighborhood as a way to stimulate investment in areas currently not enjoying revitalization. (See VII Recommended Tax Abatement Policies for Irvington.)
14. Seek appropriate funding sources to assist elderly and/or low income residents to perform needed home rehabilitation and maintenance. Work to develop a locally-based paint-up/fix-up program through the churches and community organizations.
15. Promote active code enforcement throughout all areas of Irvington.
16. Maintain the historic architecture of homes and businesses whenever possible to preserve the unique heritage and buildings of Irvington.
17. Develop a joint effort between the Irvington Community Council, other interested groups and the Department of Parks and Recreation to provide better maintenance of areas along Pleasant Run and Pleasant Run Parkway.
18. Maintain the current schools which serve the neighborhood as a vital part of the overall health of Irvington.

19. Use the existing community organizations to form an ongoing dialogue between IPS representatives and representatives of the neighborhood to discuss and work to overcome problems perceived by Irvington parents regarding the public schools.
20. Work to help relocate all industrial uses (long-term) from areas other than those bounded by the former Conrail Railroad right-of-way on the north, Kitley Road on the east, Brookville Road on the south, and the half-block east of Sheridan Avenue and Webster Avenue on the west (maps 8 and 22). Industrial uses in areas outside of these boundaries are inappropriate and in conflict with the long-term development of Irvington.

B. TRANSPORTATION

1. Streets

The following streets should receive the improvements noted below. These streets are identified as being in particularly poor condition, or creating a special accessibility problem (see Map 19):

<u>Street</u>	<u>Location</u>	<u>Improvements</u>
Bonna Avenue	Ritter Avenue east to Good Avenue.	Widen street 6 feet to a standard 2-lane road of 20 feet (using former railroad R-O-W). Install new curbs and sidewalks - resurface entire street.
Johnson Avenue Graham Avenue Good Avenue	At point where it dead-ends with the former Conrail Railroad R-O-W.	Connect/extend streets to intersect with improved Bonna Avenue (noted above). Would include curb and sidewalk.
Berry Street Webster Street Catherwood Street Spencer Street	At point where they dead-end with the former Conrail Railroad R-O-W.	Construct cul-de-sacs to alleviate maneuverability conflicts.
Audubon Road	E. Washington St. south to Irving Circle	Repair curbs, resurface street.

Bolton Avenue	Lowell Avenue to E. Michigan Street.	Repair curbs, resurface street.
Spencer Avenue	E. Washington St. to Julian Avenue.	Repair, install curbing, resurface street.
Emerson Avenue	Pleasant Run Bridge Construct Sidewalks	Replace Bridge/

The following streets should be preserved and maintained as brick streets. In addition, brick gutters and limestone curbs should be preserved wherever feasible:

<u>Street</u>	<u>Location</u>
Irrington Avenue	E. Washington Street north to Lowell Avenue
Whittier Place	E. Washington Street north to Pleasant Run Parkway, N. Drive
Layman Avenue	E. Washington Street north to Michigan St.
Lesley Avenue	Lowell Avenue north to Michigan Street

*Note - In the reconstruction of Bonna Avenue, brick and curbs removed could be used to repair the above noted streets.)

2. Sidewalks

The following streets lack accompanying sidewalks which hinders pedestrian traffic and presents the potential of vehicle/pedestrian accidents. Sidewalks should be installed in the following locations based upon the priority schedule below, (see also Map 19):

PRIORITY I: Short-term action needed, (five-ten years) to ensure pedestrian safety and increase accessibility to major traffic generators in the neighborhood.

PRIORITY II: Long-term action needed in order to complete a basic pedestrian system for the neighborhood. (By 2005)

It is recommended that the Irvington Community Council and other neighborhood groups work to have at least four blocks (one block equals only one side of the street) of sidewalk installed or replaced per year. In this way, the schedule listed below can

be implemented over a long term period (20-25 years).

The chart below lists specific sidewalk projects identified by this plan, as well as by the Irvington Neighborhood Survey. The approximate number of blocks, priority, and exact locations are given. The Irvington Community Council, Irvington Jaycees, other Civic groups, The Department of Transportation and The Division of Planning should all be involved in implementation:

<u>Street</u>	<u>Location (From-To)</u>	<u>Side of Street</u>	<u># of Blocks (Sides)</u>	<u>Priority</u>
Julian Ave.*	Arlington Ave. east to Irvington Plaza	both	8	I
St. Clair Street	Ellenberger Parkway, W. Drive east to Ritter Avenue	both	9	I
East 10th Street	Hawthorne Lane east to Audubon Rd.	south	7	I
Pleasant Run Pkwy., South Dr.	Arlington Avenue east to alley west of Kenmore Avenue	south	3 1/2	I
Pleasant Run Pkwy., North Dr.	Ritter Ave. east to Pleasant Run	north	3	I
Ellenberger Pkwy., W. Drive	Michigan St. east to St. Clair Street	west	3	I
Sheridan Avenue	Julian Ave. north to E. Washington St.	both	2	I
Arlington	St. Clair St. north to E. 10th St.	west	3	I
Audubon Rd.	B & O Railroad south to Brookville Rd.	both	6	I
St. Clair	Ritter Ave. east to Campbell Ave.	both	12	I
Lowell Ave.	Sheridan Ave. east to Kitley Road	both	8	II

*Completed by the Department of Transportation in May of 1986.

<u>Street</u>	<u>Location (From-To)</u>	<u>Side of Street</u>	<u># of Blocks (Sides)</u>	<u>Priority</u>
Ellenberger Pkwy., W. Drive	St. Clair St. north to 10th St.	west	4 1/2	II
Julian Avenue	Emerson Ave. east to Spencer Ave.	both	2	II
Julian Avenue	a. Ritter Ave. to Johnson Ave.	north	1	II
	b. Johnson Circle to Audubon Rd.	north	1	II
Oak Avenue	University Ave. east to Arlington Ave.	north	3	II
Michigan Street	a. Ritter Ave. east to Graham Ave.	south	4	II
	b. Graham Ave. east to Bolton Ave.	north	1	II
	c. Campbell Ave. east to Arlington Ave.	north	1	II
Rowles Avenue	Ritter Ave. east to Audubon Road	south	3	II
Leland Avenue	Michigan St. north to St. Clair St.	west	3	II
Leland Avenue	Michigan St. north to St. Clair St.	west	3	II
St. Joseph Street	Emerson Ave. east to Ellenberger Parkway, W. Drive	south	5	II
Sheridan Avenue	Lowell Ave. north to Pleasant Run Pkwy., S. Dr.	both	2	II
Good Ave.	Rawles Ave. north to Beechwood Ave.	west	1	II
Dewey Ave. Ivanhoe St.) Beechwood Avenue	Sheridan Ave. to Kenmore Ave.	both	1 1 1	II II II

The following sidewalks should be replaced due to their extremely poor condition or need for widening:

<u>Street</u>	<u>Location (From-To)</u>	<u>Side of Street</u>	<u># of Blocks (Sides)</u>	<u>Priority</u>
East Washington Street	a) Audubon Rd. to Bolton Ave.	south	1	I
	b) Sheridan to Kenyon	south	2	I
Ohmer Ave.	Dewey Ave. to Campus Lane	both	2	II
Arlington Avenue	9th St. to Pleasant Run	east	2	I
Bolton Ave.	E. Washington St. to New York St.	both	2	I
Hibben St.	Downey Ave. to Ritter Ave.	both	2	I
Burgess Ave.	Beechwood Ave. to Irving Circle	both	2	I



IRVINGTON NEIGHBORHOOD PLAN

MAP 19 / SIDEWALK / STREET SYSTEM IMPROVEMENTS

- | | |
|---|---|
| — New Sidewalk Construction | — New Street Development |
| — Sidewalk Repair / Replacement | — Street Repair / Resurfacing |
| — Existing Sidewalk System | — Maintenance of Historic Elements |



The preparation of this map was
funded in part by a Community
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August, 1995

Department of Metropolitan Development
Division of Planning
Indianapolis Marion County, Indiana

III. LAND USE PLAN

The land use plan for the Irvington Neighborhood Subarea Plan is designed as a detailed update and refinement of the Comprehensive Plan for Marion County as it addresses this neighborhood. The land use plan recommends variations from the Comprehensive Plan, addressing specific, neighborhood-level concerns and issues. These issues require a more detailed level of analysis and recommendations than the county-wide Comprehensive Plan can provide.

The following major objectives and recommendations are addressed by the Land Use Plan (Map 21).

1. Sets forth a general land use policy which provides stronger boundaries between commercial and residential, as well as commercial and industrial, uses. The plan takes into account the current mixed use of such thoroughfares as East Washington Street and Brookville Road, as well as the solidly residential areas which border them. An attempt is made to provide a strong delineation of each use, so that a better understanding of how different uses should or should not interact.
2. Recommends removal of some areas of light industrial use. These areas, largely along the former Conrail Railroad right-of-way and along Ritter Avenue south of the B & O Railroad, are either generally residential in nature, or front on a major street where this use is inappropriate.
3. Acknowledges and denotes the "special uses" in Irvington (churches, schools, cemeteries and public buildings) which play such an important role in the Community. The current Comprehensive Plan does not note these uses. This plan ratifies their location and land use in Irvington (Maps 20 and 21).
4. Acknowledges the use of Irving Circle as a park (the current Comprehensive Plan notes the circle as low-density residential). (Maps 20 and 21)
5. Recommends and locates existing land uses that are compatible with neighborhood development. Two specific examples of this are:
 - A. Acknowledgment and notation of the mixed residential/commercial nature of East Washington Street. The vintage apartment buildings east of Irvington Avenue are noted to draw attention and provide a measure of protection to these unique attributes in Irvington. Similarly, blocks along East Washington Street east of

Irvington Avenue are shown as multi-family residential where concentrations of large old homes still exist.

B. Acknowledgment and notation of the important commercial nodes located at:

- a. 10th Street and Emerson Avenue,
- b. 10th Street and Arlington Avenue,
- c. Michigan Street and Emerson Avenue,
- d. Audubon Road and Bonna Avenue.

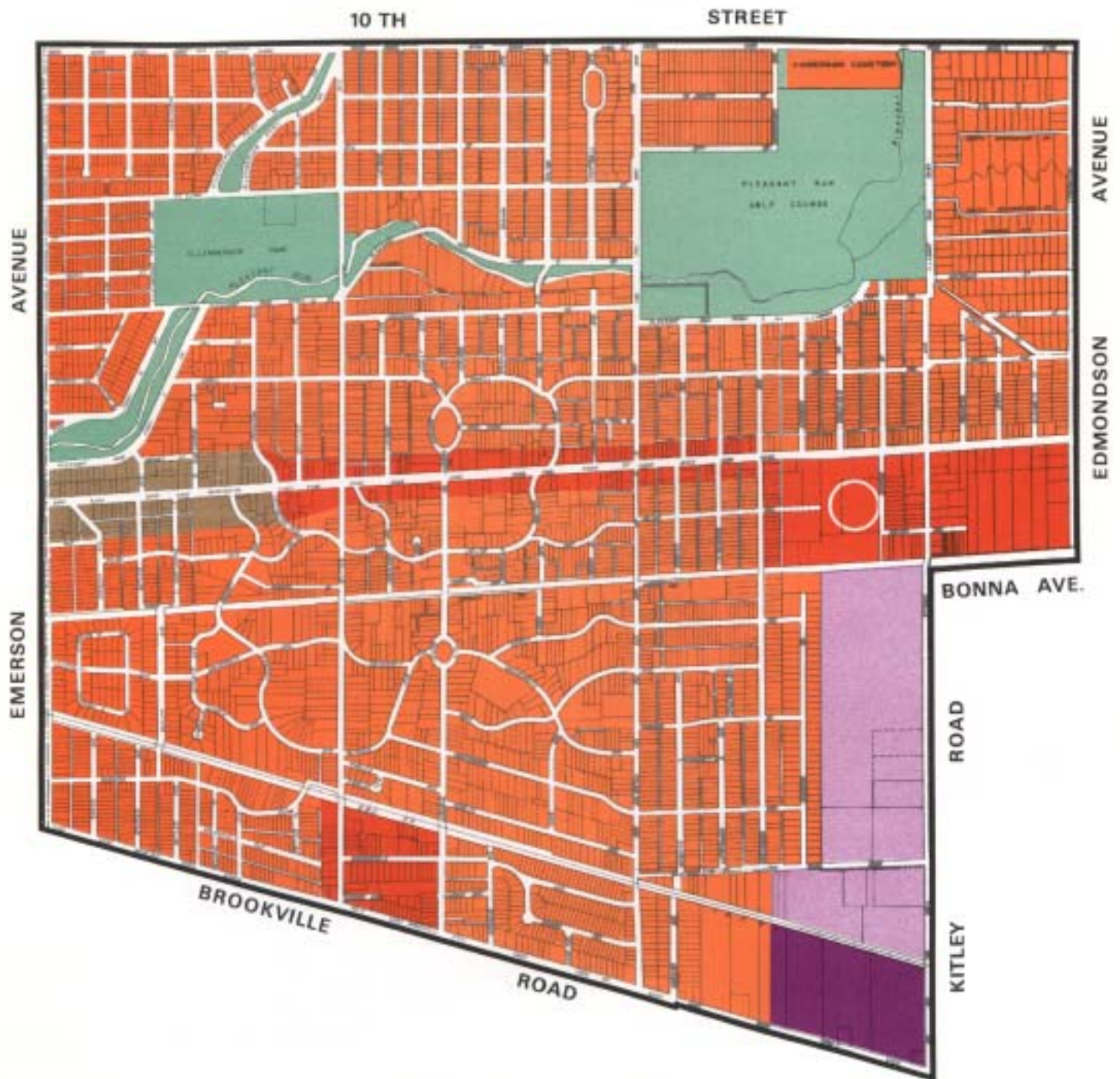
The current Comprehensive Plan (Map 20) shows each of these areas as "low-density residential". In addition, areas along East Washington Street west of Irvington Avenue are shown as commercial--a function that they currently and appropriately serve (again the Comprehensive Plan shows residential use for these areas).

- 6. Recommends commercial use along Brookville Road from Downey to Webster Avenue. Due to the industrial use on the south side of Brookville Road and the traffic along the thoroughfare, commercial use would function more appropriately than residential use. Properly screened and maintained, commercial use could form a buffer between residential areas to the north and high-intensity industrial use to the south.
- 7. Recommends expansion of industrial use in the southeast sector of the neighborhood from the 6300 block of Brookville west to Webster Avenue. This provides land for industrial expansion. The current mobile home park, although fairly well maintained, is not located in a suitable area (as it is surrounded by industry). In the long-term this use should relocate to allow the potential for new business location.
- 8. A large square area, roughly bounded by Ritter Avenue, the B & O Railroad, Audubon Road and Brookville Road is shown on the Comprehensive Plan as commercial (Map 20). The area currently is an inappropriate mix of commercial, industrial, residential and vacant land. The commercial area is recommended to be restricted to:
 - A. Both sides of Ritter Avenue,
 - B. The area south of Shimer Avenue.The remaining area is recommended for multi-family use. This use would more appropriately buffer the single-family areas to the north, west and east from the more intense commercial use along Ritter Avenue and Brookville Road.
- 9. Recommends reuse of the abandoned Conrail Railroad right-of-way as an improved Bonna Avenue, connecting or intersecting with several dead-end streets. Such a

development would provide more local accessibility both east-west and north-south in the neighborhood. Such a project would also present the potential for infill housing on either right-of-way or in vacant areas flanking the former railroad.

10. Recommends specific areas off East Washington Street in the commercial "core" where service/customer parking could be located or redesigned to aid businesses in the area. These areas would also have the least impact on bordering residential areas.
11. Maintains the residential aspects of Irvington. The land use plan works to contain commercial uses to commercial areas by not noting any inner-neighborhood commercial use, save the historically commercially used area of Audubon Road and Bonna Avenue.

Map 22 details the land use plan and depicts and optimum plan for the strongly residential, yet multi-faceted neighborhood. The plan should act as a guide to better land use decisions in a unique, historic area of the City. The land use plan is specifically developed to be used in tandem with the proposed zoning plan, design schemes, and recommended improvements ("actions") for the neighborhood. These plans coordinate development and help to provide recommendations for the future growth of the area. Decisions made using the land use plan should be reinforced by proper zoning decisions. Map 22 shows the changes noted between the Irvington Land Use Plan and the City's more general Comprehensive Plan for Marion County. The Irvington Land Use Plan will be regarded as a more detailed, accurate land use policy for this area.



IRVINGTON NEIGHBORHOOD PLAN

MAP 20 / COMPREHENSIVE PLAN

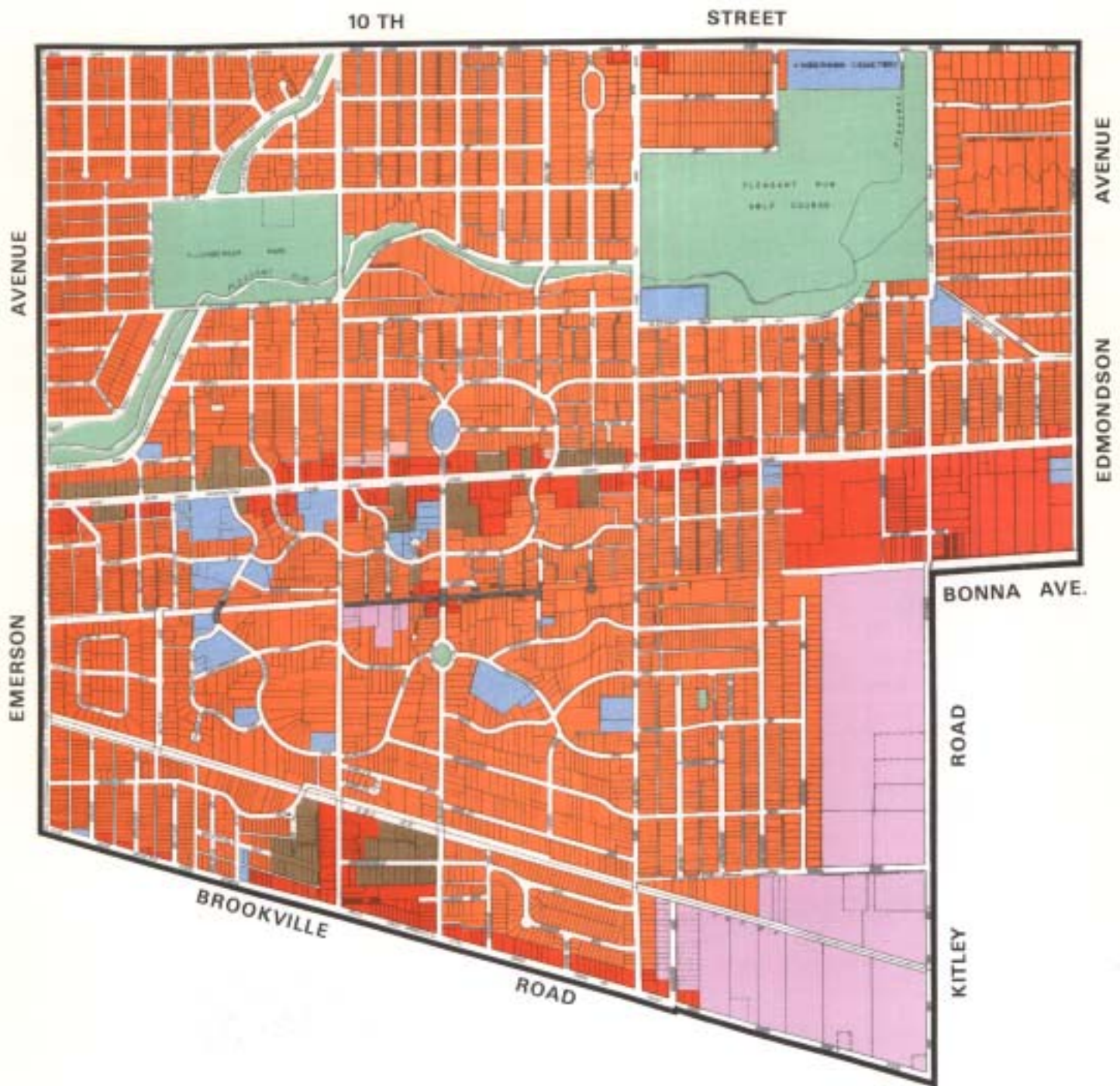
 RESIDENTIAL Low Density	 INDUSTRIAL Light
 High Density	 General
 COMMERCIAL Cluster	 PARKS
 Commercial Center	



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Indianapolis-Marion County, Indiana



IRVINGTON NEIGHBORHOOD PLAN
MAP 21 / LAND USE PLAN

 RESIDENTIAL	 INDUSTRIAL
 Low Density 2-5 D.U./Acre	 Light
 High Density 15 D.U./Acre	 PARK
 COMMERCIAL	 PARKING
 SPECIAL USES	 STREET IMPROVEMENTS



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 Indianapolis Marion County, Indiana



IRVINGTON NEIGHBORHOOD PLAN

MAP 22 / LAND USE CHANGES

CHANGES FROM-

Low-Density Residential	To*	Special Use
Low-Density Residential	To*	Commercial
Low-Density Residential	To*	Park
High-Density Residential	To*	Commercial
Low-Density Residential	To*	Light Industrial
Commercial	To*	High-Density Residential
Commercial	To*	Low-Density Residential
High-Density Residential	To*	Low-Density Residential
Low-Density Residential	To*	High-Density Residential



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Indianapolis-Marion County, Indiana

IV. ZONING PLAN

Earlier segments of the plan have examined current land use and zoning conflicts in the neighborhood. The facts gathered from this examination, the goals and objectives prepared, as well as a detailed land use plan have been used to develop a zoning plan for the Irvington Neighborhood. The plan blends development and design objectives, land use plan, and zoning districts into three interrelated segments of an overall neighborhood scheme. Proposed land use and development schemes, as well as the need to eliminate zoning/land use conflicts, have been followed in recommending the general zoning changes. The proposed zoning plan and zoning change maps illustrate the recommended changes (Maps 23 and 24).

The Irvington Neighborhood Zoning Plan is designed to accomplish the following:

Goal

To properly match land use proposals and decisions with appropriate zoning classifications.

Objectives

1. Correctly zone properties whose use, although appropriate for the neighborhood, is not matched by an appropriate zoning classification.
2. Downzone certain commercial areas to a lower classification to better support the most appropriate intensity of use throughout the neighborhood.
3. Upzone segments of the neighborhood where present zoning classifications are outdated and inappropriate for the area of the neighborhood in question.

Objective 1:

The strongest and most important recommendation is to properly zone appropriate uses in the neighborhood which currently function with an inappropriate zoning classification. These recommended rezonings are the most numerous of any objective addressed. Several of the largest areas recommended for rezoning also fall into this category. These uses presently are hindered in their expansion plans or desire for future development in that a variance must be obtained for almost any improvement desired by the businessman. Three types of uses share this problem:

- A. Commercial uses zoned residentially,
- B. Multi-family residential complexes zoned commercially or for single-family residential use,

C. Public/semi-public uses (special uses) zoned residentially.

Maps 23 and 24 display the sites recommended for rezoning which fall into the above categories. Chart 1, found in the "Recommendations" section of this report, lists the specific properties involved in each case. Such zoning changes would unify use with zoning, simplifying and assisting proper future developments of these uses. Examples of uses affected by this recommendation include the following:

- | | |
|--|--------------------|
| A. Our Lady of Lourdes Roman Catholic Church | (SU1 from D5 & D8) |
| B. Irvington United Methodist Church | (SU1 from D5) |
| C. Anderson Cemetery | (SU10 from D4) |
| D. Indianapolis Fire Station, #25 | (SU9 from D5) |
| E. Irvington Court Apartments | (D8 from C4) |
| F. Audubon Court Apartments | (D8 from C4) |
| G. Arlington-Washington Court Apartments | (D8 from C4) |
| H. Super-Seven Convenience Mart | (C4 from D8) |

The complete listing of properties found in Chart 1 should be initiated immediately by either the individual property owners or the Division of Development Services. Rezoning of this type should benefit private property owner, the City and, most importantly, the stability of the Irvington Neighborhood.

Objective 2:

Another series of recommended rezonings regard downzoning specific properties to a lesser zoning classification. These properties, largely commercial, are currently zoned at too high a classification for the use on the site and, more importantly, for the neighborhood as they allow too dense a development. These rezoning recommendations occur largely along East Washington Street, as well as southern portions of Ritter Avenue and Audubon Road. In each case, zoning classification for the site allows for a wider type and density of use than is either currently on the site or appropriate. The following are examples of some of the properties recommended for rezoning in this category.

- | | |
|---|----------------|
| A. The 400 block of south Ritter Avenue | (C4 from I3U) |
| B. The 500 block of South Ritter Avenue | (C4 from C5) |
| C. Property on the south side of the B & O Railroad, west of Audubon Road | (D611 from C7) |
| D. The 6000 to 6100 blocks of East Washington Street | (C3 from C4) |

In the case of example "A", the long-term relocation/removal

of inappropriately-placed industrial use within the neighborhood is addressed. Chart 1 in the Recommendations section presents a complete listing of sites falling into this category, as well as a priority for action.

Objective 3:

A third series of recommended rezonings include upzoning specific properties which are no longer appropriately zoned, due to a change in the area over time or because of projected future growth which would be hindered by such a classification. Examples include:

- A. Brookville Road, generally east of Butler Avenue to Webster Avenue (C4 from D5, generally)
- B. Large tract of land bounded by: (C4/C1 from C4/D5)
 - North - East Washington Street,
 - East - Edmondson,
 - South - Bonna Avenue, and
 - West - Kenyon Avenue
- C. Irregular tracts of Land west and east of South Ritter Avenue (400-500 south). See Map 22. (D611 from D5)

These rezonings generally are more long-term in scope and would have to be addressed as a lower priority.

Summary

The Zoning Plan and Land Use Plan are designed in such a way that changes in land use are matched by appropriate changes in zoning where necessary, while zoning changes are recommended to reflect appropriate land use for the site. These are only recommended changes and not law. Adoption of this portion of the plan reflects the optimum zoning for the Land Use Plan, which does amend the City's Comprehensive Plan. These recommended changes should, however, function as a guide to both neighborhood and City Agencies in deciding future land use and zoning issues.

Although "blanket rezoning" of the area is not recommended, certain zoning districts throughout the neighborhood are inappropriate and not in the best future interests of the area. High priority recommendations should be pursued by the business/property owner and appropriate City agencies in the near future in order to stabilize land use in the area and reduce the number of needless variance requests in the area.

Variances

The current problem of the large number of (use) variances granted in the neighborhood (specifically along East Washington

Street) can be greatly lessened, and better controlled, by implementing the recommendations of the zoning plan. Use variances should be discouraged in the area, especially when the use proposed directly conflicts with the recommendations of this plan. When variances are granted, care should be taken to ensure that site design, parking, landscaping, buffering and signage recommendations made in this plan are addressed. When those recommendations do not agree with ordinance standards, compromises should be sought in such a way that neither ordinance, nor plan recommendations, be seriously violated. Variances will have to occur due to the odd arrangement of lots and placement of older buildings on the sites, yet the plan recommendations set here should act as a guide from which City staff and private sector can work.

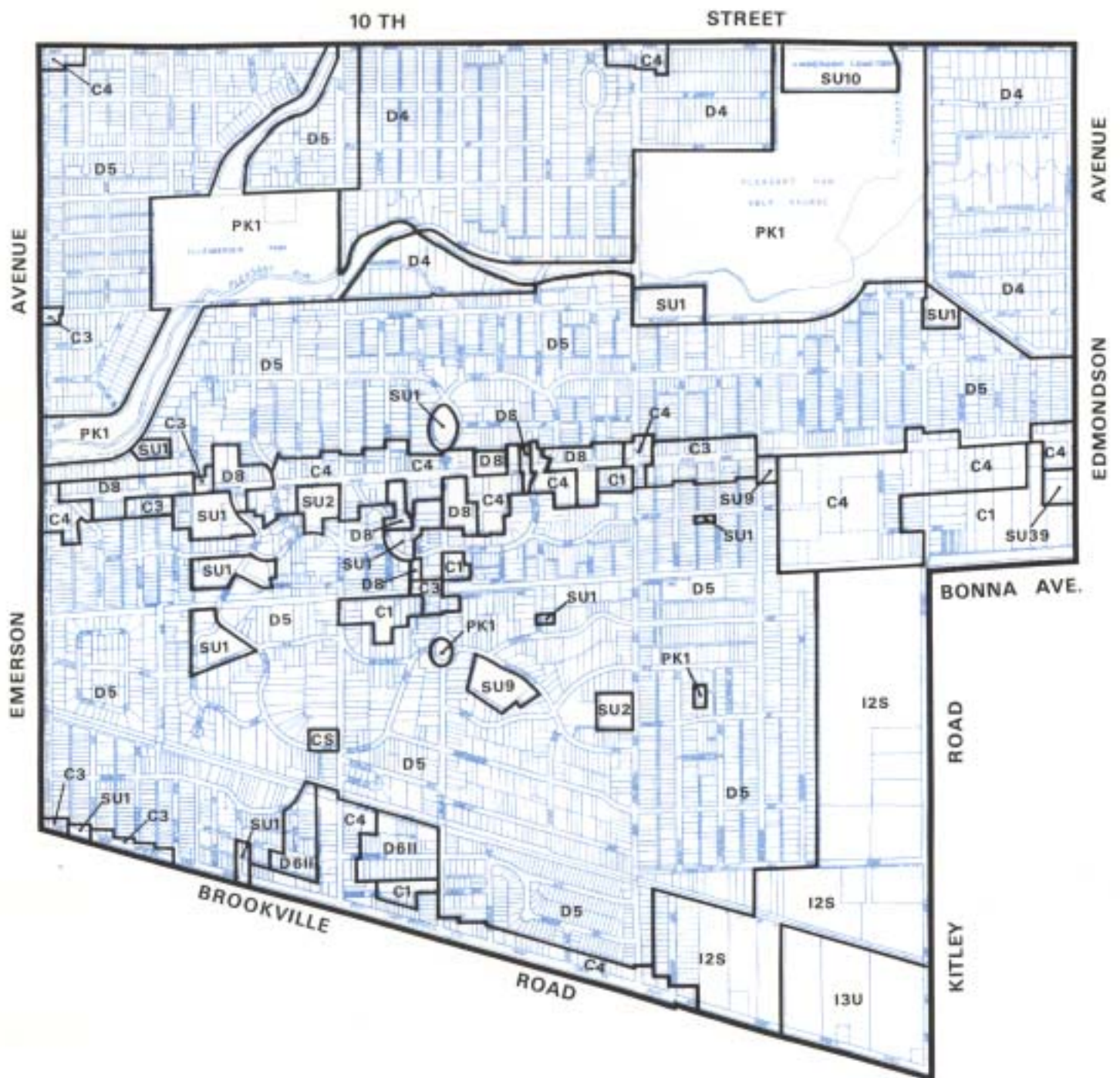
SPECIFIC PROPERTIES RECOMMENDED FOR SHORT-TERM ZONING ACTION.

Property Address	Use(s)	Present Zoning	Recommended Zoning	Objective Addressed	Priority
6500 East 10th Street	Cemetery	D4	SU10	I.	I.
5201 East Pleasant Run, South Drive	Church	D5	SU1	I.	I.
110 South Downey Avenue	Church	D5	SU1	I.	I.
23 South Ritter Avenue	Church	D5	SU1	I.	I.
30 North Audubon Road	Church	D8/D5	SU1	I.	I.
55 Johnson Avenue	Church	D5/D6	SU1	I.	I.
5315 East Washington St.	Church	D5	SU1	I.	I.
231 Good Avenue	Church	D5	SU1	I.	I.
111 South Downey Avenue	Church	D5	SU1	I.	I.

Property Address	Use(s)	Present Zoning	Recommended Zoning	Objective Addressed	Priority
102 South Catherwood Ave.	Church	D5	SU1	1.	I.
345 North Kitley Avenue	Church	D5	SU1	1.	I.
6040 Pleasant Run Pkwy., South Drive	Prep School	D5	SU1	1.	I.
5435 East Washington St.	Public School	D5/C4	SU2	1,2	I.
338 South Arlington Ave.	Public School	D5	SU2	1.	I.
17 South Sheridan Avenue	Fire Station	D5	SU9	1.	I.
40 South Edmondson Avenue	Water Tank	D5	SU39	1.	I.
5427 East Washington St.	Public Lib.	C4	SU37	1,2	I.
5414 East Washington St.	Apartment Building	C4	D8	1,2	I.
5613 East Washington St.	Apartment Building	C4/D6	D8	1,2,3	I.
5703 East Washington St.	Apartment Building	C4/D6	D8	1,2	I.
5730 East Washington St.	Apartment Building	C4	D8	1,2	I.
5819 East Washington St.	Apartment Building	C4	D8	1,2	I.
5822 East Washington St.	Apartment Building	C4	D8	1,2	I.
5824 East Washington St.	Apartment Building	C4	D8	1,2	I.
5901 East Washington St.	Apartment Building	C4/D5	D8	1,2,3	I.
5914 East Washington St.	Apartment Building	C4	D8	1,2	I.

Property Address	Use(s)	Present Zoning	Recommended Zoning	Objective Addressed	Priority
5627 Julian Avenue	Apartment Building	D6	D8	1,3	I.
29 South Audubon Road	Apartment Building	D6	D8	1,3	I.
55 South Audubon Road	Apartment Building	D6	D8	1,3	I.
37 South Johnson Avenue	Apartment Building	D5	D8	1,3	I.
5102 East Washington St.	Convenience Mart	D8	C3	1.	
5933 East Washington St.	Professional Offices	C4	C1		II.
6000-6200 Blocks of East Washington St. (Commercial Structures only, see map)	Various Commercial Uses	C4	C3		II.
Large area bounded by Kitley Rd./E. Washington St./Bonna Ave./Edmondson Ave. (see map)	Vacant Land/Residential/Offices/Commercial	D5/C4	C4/C1		III.
Commercial uses at the Bonna Ave./Audubon Road intersection	Grocery Store/Laundromat/Training Center/Offices	C3/C1	C3		II.
211 South Ritter Ave.	Office Building	C5	C5		II.
5543-47 Bonna Ave.	Light Industrial	C3	C1		II.
203 South Good Ave.	Storage/Office	C1	D5		II.

Properties Flanking South	Commercial/				
Ritter Ave. from the B & O	Office/Ware-	I30	C4		II.
Railroad to Greenfield Ave.	housing/				
(See map)	Residential				
6200 Brookville Road	Mobile Home	D11	I2S		II.
	Park				
South Side of English Ave.	Vacant Land/				
from Sheridan Ave. to	Residential/	C7/D5	I2S		II.
Kitley Road	Lt. Industr.	I2S/I3S			
North Side of Brookville	Vacant Land/	D5			
Rd. from 5400 to Arlington	Residential/	C3	C4		
Ave.	Building	C5			



IRVINGTON NEIGHBORHOOD PLAN

MAP 23 / PROPOSED ZONING PLAN

RESIDENTIAL DISTRICTS

D4, D5, D6II, D8

COMMERCIAL DISTRICTS

C1 Office Buffer
C3 Neighborhood
C4 Community Regional
CS Special Commercial

INDUSTRIAL DISTRICTS

I2S Light Suburban
I3U Medium Urban

PARK DISTRICTS

PK1 Park District One

SPECIAL USE DISTRICTS

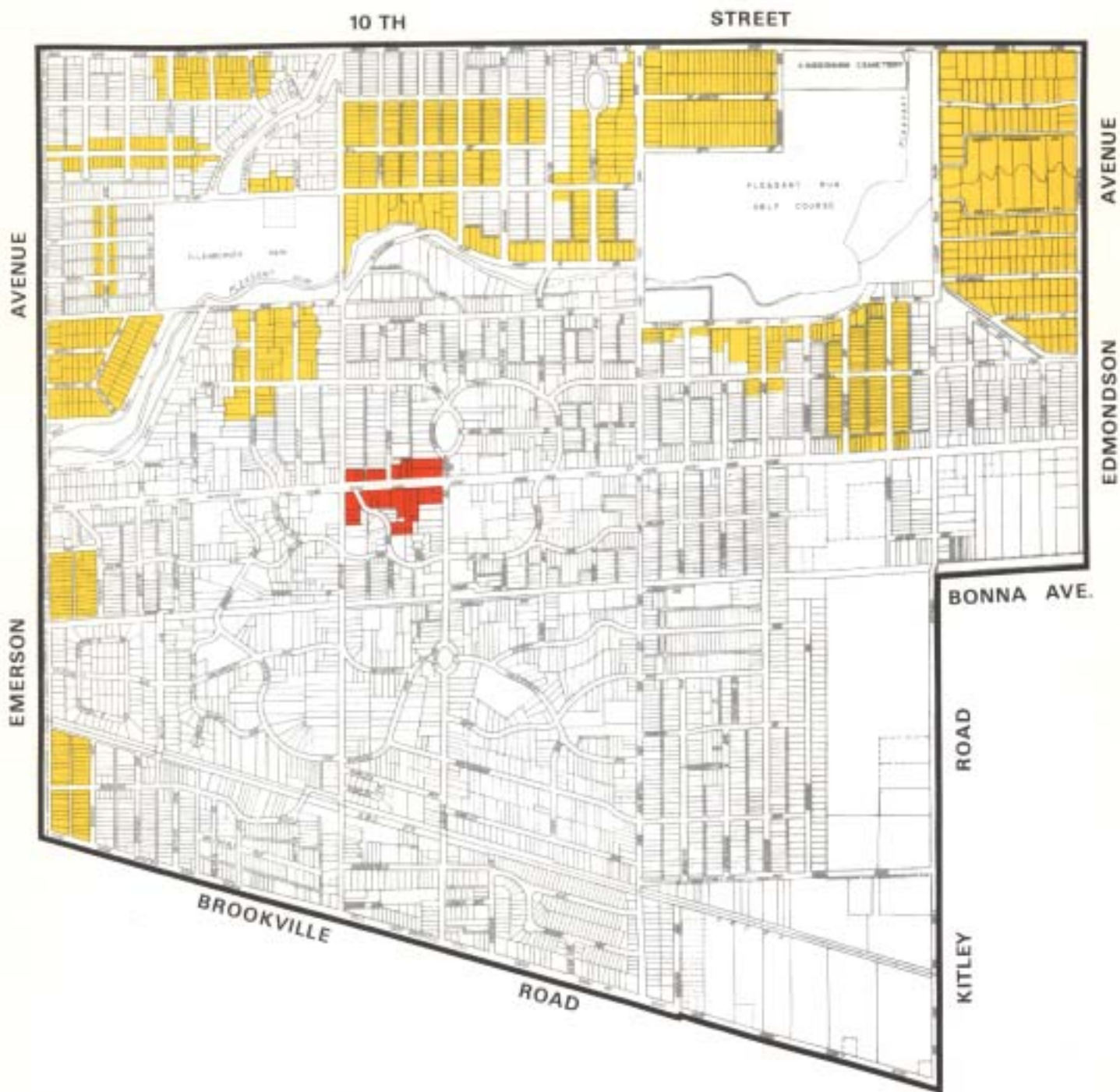
SU1 Churches
SU2 Schools
SU9 Municipal (City, County, or State Government)
SU10 Cemetery
SU39 Water Storage Tank



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IRVINGTON NEIGHBORHOOD PLAN

MAP 24 / CRIME WATCH AREAS

BLOCKS COVERED BY CRIME WATCH PROGRAMS

- Neighborhood Crime Watch Areas
- Commercial Crime Watch Area



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Department of Metropolitan Development
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Indianapolis Marion County, Indiana

V. DESIGN PROPOSALS

Section VI explains the components of the urban design proposals for two specific areas of the Irvington neighborhood:

1. the East Washington Street Commercial Area (Irvington to Bolton Avenues), and
2. The former Conrail Railroad Right-Of-Way (from Ritter to Sheridan Avenues).

Each of these areas is analyzed, both in detailed text and accompanying map. The design proposals address specific improvements (functional and aesthetic) that need to be made in order to correct current deficiencies. The correlation and interrelation of improvements to one another is stressed. Finally, this section relates goals/objectives and recommendations to actual physical design.

Urban design schemes have been developed for both of these areas showing alternatives to the current conditions. Each of these proposals is tied in to the recommendations made in the Land Use and Proposed Zoning Plans.

1. Design Proposals - East Washington Street

The design schemes presented on Map 25 address current physical and functional problems associated with the portion of East Washington Street between Irvington and Bolton Avenues. The three most serious physical problems in this corridor are: 1, Parking--availability and arrangement, 2, Buffering commercial and parking uses from abutting residential areas and, 3, Building facades.

A proposed parking plan is depicted on Map 25. Existing parking lots are unified with adjoining lots and redesigned in order to improve accessibility. In four cases, parking lots are expanded in order to provide needed spaces. On the northwest corner of Layman Avenue and East Washington Street a commercial structure and residence are removed and a unified parking lot between Ritter and Layman Avenues created. Similarly, an existing and somewhat disfunctional parking lot on the east side of Johnson Avenue south of East Washington Street is expanded by the removal of the two remaining residential structures on this side of Johnson Avenue. The parking lot is redesigned, with its access points restricted in number and better defined. The most important parking lot redevelopments occur in the parking area between Layman Avenue and Audubon Road.

On the north side of the street, an existing vacant lot (currently a large side yard for a residence) would be joined to two adjoining parking lots. The proposed large parking area would be maintained as a joint effort of the Irvington Methodist Church and businessmen fronting on East Washington Street. The Methodist Church has little parking of its own. The church's

congregation users several lots and off-street areas for parking.

The Trader Newspaper, located at 5610 East Washington Street, uses a large amount of parking north of their location during the day. Redevelopment of this lot could better serve not only these two major uses, but the current business strip could benefit from a better functioning and expanded parking area. The other parking lot expansion occurs in the area largely owned by the Irvington Presbyterian Church south of Washington Street. Currently, their parking facility operates as two lots (north and south) connected by a narrow passage. The southern lot is poorly arranged due to the presence of Irving Court. Half of the structures (the west side) on the court have been removed. The street has not been vacated. The proposed expansive parking lot would include the following changes:

- A. Vacation of Irving Court;
- B. Removal of the four remaining doubles that currently face Irving Court (long-term);
- C. Complete redesign of the resulting site with heavy emphasis on landscaping/buffering.

On the southwest corner of Audubon Road and East Washington Street, a small commercial structure could be replaced with a new building. The setback of the new building would match those on East Washington Street and provide an "anchor" for this corner as well as room for expansion of the existing business. This lot should function not only for the church, but the northern half could specifically serve East Washington Street customers as well. Although residential removal for parking is not generally recommended, the odd configuration of the current lots and residences in question, as well as the parking problem in this area, make this proposal a viable exception.

On-street parking on East Washington Street was prohibited several years ago. Survey respondents, businessmen and community groups have all expressed the concern that this parking prohibition hurt the commercial viability of "downtown Irvington".

The high volume of traffic along East Washington Street makes it apparent that on-street parking (as it had been allowed) would create more congestion and hamper, rather than assist, the businesses.

An alternative proposal which would provide some on-street parking involves the removal (narrowing) of portions of the existing sidewalk for an on-street parking strip. The area between Layman Avenue and Audubon Road currently has almost a thirty foot sidewalk. By removing the approximately 12 feet necessary for the width of a parking space, nearly 18 feet of sidewalk space still exists. A maximum of 16 spaces could be created in this manner without inhibiting pedestrian flow. Landscaping (street trees and street furniture) would provide for an

aesthetic corridor, yet increase to some degree the parking availability on East Washington Street.

A final major parking lot change which should occur in the long-term is the removal of parking fronting Julian Avenue used by Indiana Bell. Although Indiana Bell requires a large number of spaces, the current parking lot juts into a completely residential area. This depresses surrounding residential value. Infill housing would restore the street to its proper residential use.

The spaces lost by Indiana Bell on these lots could be recouped through agreement with the major parking lots noted earlier to allow Bell employee parking. Each of these large lots are one block from Indiana Bell's facility.

General notes on the parking design are the following:

- A. Curb cuts should be controlled and limited to as few as feasible, especially along East Washington Street.
- B. Landscaping, in the form of frontage strips and side and rear buffering, must be included. All parking areas that directly border another use (residential or commercial) should have heavy landscaping/buffering.
- C. Trees should be planted in order to maintain the pattern of tree-lined streets and provide visual softening to the large amount of concrete.
- D. A system of signage must be developed by the neighborhood groups and affected businessmen to better identify these parking areas and actively market them as they would their own businesses/institutions. Inadequately marked or advertised off-street lots serve little benefit.

2. Design Proposals - Former Conrail Right-Of-Way

The design schemes presented on Map 26 address the current physical and functional problems associated with the former Conrail Right-Of-Way. The section of right-of-way between Ritter and Arlington Avenues is analyzed, as it presents the most serious problems.

The design option depicts the redevelopment of the former railroad right-of-way and flanking properties. The main goals of this option are to:

- A. Improve local traffic flow and transportation routes in the affected area,
- B. Create additional new housing within the neighborhood,
- C. Create needed open space in the area south of Washington Street, and
- D. Remove land uses inappropriate for this portion of the neighborhood.

The first component of the design option is the improvement/extension of Bonna Avenue along the former right-of-way and the connection of several dead-end streets to it. Currently, Bonna Avenue exists as little more than a glorified alley between Ritter and Good Avenues (currently 14 feet wide between Audubon Road and Good Avenue). Another problem found is the inaccessibility of areas north and south of the right-of-way caused by the dead-ending or segmentation of the following neighborhood streets: Johnson Avenue, Graham Avenue, Good Avenue and Berry Avenue. The design option shows Bonna Avenue improved to a standard two lane street of 20 feet with curbing and sidewalks between Ritter and Good Avenues. Each of the above-mentioned streets would then intersect with Bonna Avenue. By connecting these streets, the following benefits would be attained:

- A. The poor condition of the current Bonna Avenue would be greatly improved.
- B. A local traffic alternative to East Washington Street, Julian and University Avenues could aid east-west travel within the neighborhood.
- C. The current hazardous situation of two-block-long dead-end streets without access or outlets would be eliminated. This would greatly assist north-south local access between Julian Avenue and those portions of the neighborhood south of the former railroad right-of-way.
- D. The proposed street system would alleviate pedestrian-vehicular conflicts by the addition of sidewalks.
- E. Land flanking Bonna Avenue, formerly inaccessible, could then be more properly utilized.

Regarding point "E", the design option shows four potential uses for land along Bonna Avenue:

- A. Parking,
- B. Housing,
- C. Open space, and
- D. Removal of inappropriate uses/redevelopment.

At the intersection of Audubon Road and Bonna Avenue, parking for the neighborhood commercial shops would be redesigned and expanded to help those establishments. The potential exists in the area between Ritter and Audubon for the addition of specialty shops near Audubon Road. This segment is largely commercial in nature. Sensitive placement of additional shops on the south side of the street may be feasible as parking could be provided for it off-site. Housing opportunities exist along the proposed Bonna Avenue area in the form of single lot infill housing and larger area development. Single lot, infill areas can be seen at the intersection of Graham and Bonna Avenues, where enough land is available to construct new homes. Large area housing projects exist between Good and Arlington Avenues. In both cases, town house, condominium or single-family housing could be developed on the large tracts of land flanking the areas. Well-designed housing could positively impact the

neighborhood by making use of formerly inaccessible land and by providing new housing for the area. East of Good Avenue, Berry, Webster and Catherwood Streets could be cul-de-saced to provide relief for the current lack of turn around space.

A unique potential exists to provide additional, needed green space along redeveloped Bonna Avenue. Irvington historically has been known for its tree-lined streets and open public areas. South of Washington Street, public green spaces are less plentiful than north of this thoroughfare. To accent the redevelopment of Bonna Avenue, buffer residential areas, and properly use tracts of former right-of-way too narrow for housing development, a grass and tree-lined "parkway" would compliment the area, providing not only visual relief but an area for jogging paths or bicycle routes.

Finally, this proposal depicts the relocation of a storage/warehouse facility from the former railroad right-of-way to a more appropriate location. Although the current use is not found offensive by the neighborhood, the long-term plan for the area depicts residential land use in this residential neighborhood. For this reason, under this proposal, if implemented, the current owner would be encouraged and assisted in relocating to another portion of the area better suited for his operation.

This design option looks at a "best-case" scenario for redevelopment of the right-of-way area. The design scheme could be accomplished in phases on a long-term scale. This plan would require the active involvement and cooperation of the City, private property owners and neighborhood groups.

Summary:

The design presented proposes an integrated solution to the former railroad right-of-way. The design should be pursued by the City, private property owners and neighborhood groups as it addresses the most pressing needs of the area, yet is physically and financially possible. These recommendations, however, should not be pursued until all segments of the community, neighborhood groups, property owners and adjoining residents can support these proposals.



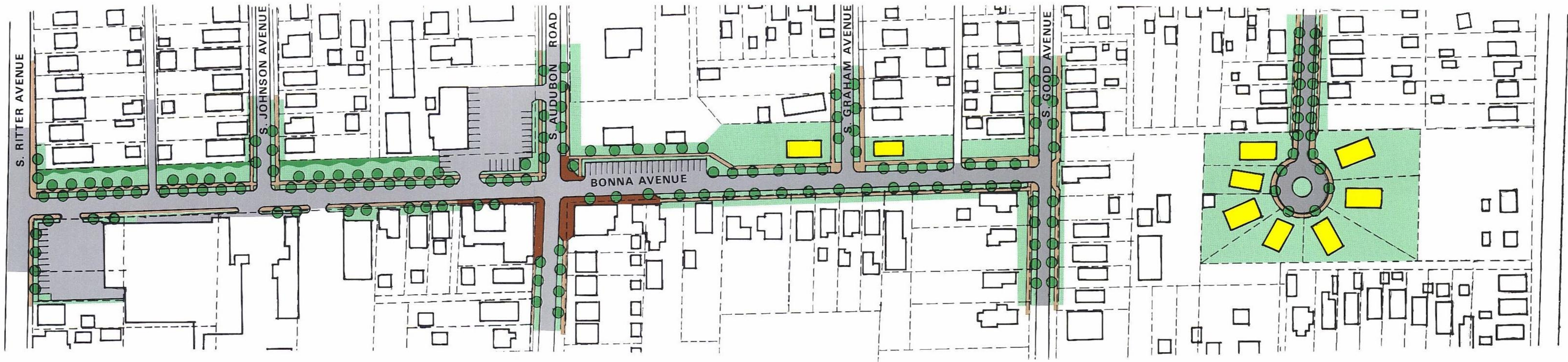
IRVINGTON NEIGHBORHOOD PLAN

MAP 25 DESIGN PROPOSALS FOR EAST WASHINGTON STREET

- RESIDENTIAL**
 Single-Family
 Multi-Family
- COMMERCIAL**
- PUBLIC/SEMI-PUBLIC**
- PARKING**
- BRICK SIDEWALKS**
- CONCRETE SIDEWALKS**
- TREES**
- LANDSCAPING**
- PROPOSED NEW CONSTRUCTION**

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 The preparation of this map was
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August, 1986
 Department
 of Metropolitan Development
 Division of Planning
 Indianapolis-Marion County, Indiana



IRVINGTON NEIGHBORHOOD PLAN

MAP 26 / DESIGN PROPOSAL FOR BONNA AVENUE / Former Conrail Railroad Right-of-way

- ● ● ● Trees / Shrubs
- Landscaped Area
- Potential Infill (New)
Single-Family Residential
Construction

- Street / Parking Improvements
- Sidewalks (Concrete)
- Sidewalks (Bricks)



VI. RECOMMENDED TAX ABATEMENT DEDUCTION PERIODS
FOR THE IRVINGTON NEIGHBORHOOD PLAN

The Metropolitan Development Commission of the City of Indianapolis can, by resolution, allow a partial abatement of property taxes attributable to "redevelopment or rehabilitation" activities in "economic revitalization areas". The major criteria in designating an area an "economic revitalization area" is as follows.

"Whether there is compliance with the following statutory criterion: '(the area)...has become undesirable for, or impossible of, normal development and occupancy because of a lack of development, cessation of growth, deterioration of improvements or character of occupancy, age, obsolescence, substandard buildings or other factors which have impaired values or prevent a normal development of property or use of property.'"

On March 19 of 1986, the Metropolitan Development Commission approved a resolution which allows enhanced tax abatement potentials for areas with an adopted neighborhood plan or corridor study.

Under terms of the resolution all commercial, industrial and multi-family residential areas of the City within the police and fire district are potentially eligible for up to a three, six or ten year abatement of the assessed improvements to a property. If, however, "...the project is located in a redevelopment area, local historic district or area which is the subject of a subarea plan (e.g., neighborhood plan, corridor plan) relative to which the Commission has adopted, by resolution, a policy stating the availability of economic revitalization area designation, the Commission shall use the tax abatement policy for the redevelopment area, historic district or subarea in determining whether economic revitalization area designation should be granted and if so, for what deduction period,..."

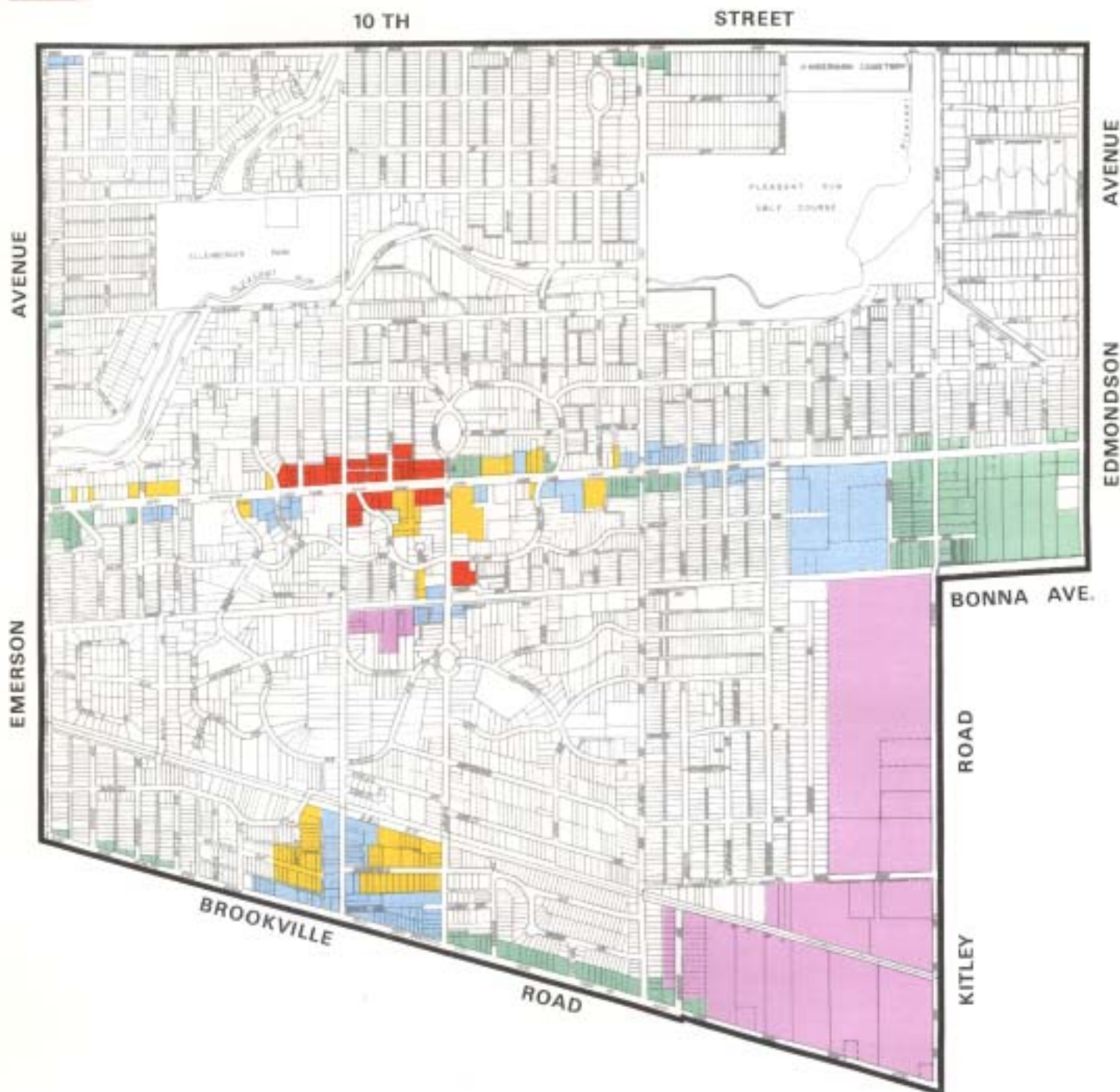
This tool has been applied to the Irvington Neighborhood Plan to assist plan implementation and revitalization of those areas of the neighborhood currently suffering the greatest signs of disinvestment and/or deterioration.

Map 27 shows the recommended tax abatement deduction periods for the Irvington Neighborhood. Those businesses/sites which meet the Metropolitan Development Commission's standards and are or will be in conformance with aspects of this plan may receive up to the maximum tax abatement deduction periods shown.

In no case does any area of the neighborhood have less than the base deduction period as established by the Metropolitan Development Commission.

Map 27 presents the tax abatement policy for the neighborhood. This document sets the terms by which tax abatement deduction periods and "economic revitalization areas" will be addressed.

This policy is a major tool to aid in the development of the neighborhood, as it will provide an added economic incentive for not only new investment in those areas of the neighborhood in need, but will help implementation of this plan.



IRVINGTON NEIGHBORHOOD PLAN

MAP 27 / TAX ABATEMENT RECOMMENDATIONS

- RESIDENTIAL (Multi-Family)**
Recommended up to a 6 year period of deduction
 - COMMERCIAL**
Recommended up to a 3 year period of deduction
 - Recommended up to a 6 year period of deduction
 - Recommended up to a 10 year period of deduction
 - INDUSTRIAL**
Recommended up to a 6 year period of deduction
- Areas not colored are Public/Semi-Public Land, Buildings, and Residential Uses not eligible for tax abatement.



The preparation of this map was financed in part by a Community Development Block Grant

August, 1988
Department of Metropolitan Development
Division of Planning
Indianapolis Marion County, Indiana

APPENDICES

<u>APPENDIX</u>	<u>TITLE</u>	<u>PAGE</u>
APPENDIX A	- Demographic Information	A1
APPENDIX B	- Demographic comparison of the Eastside Community Investment , Linwood and Southeast Pride Task Force areas with Irvington	B1
APPENDIX C	- Irvington Land Use Statistics	C1
APPENDIX D	- Building Conditions	D1
APPENDIX E	- Thoroughfare Plan Traffic Counts	E1
APPENDIX F	- Rezoning in Irvington 1969 - 1985	F1
APPENDIX G	- Variances in Irvington 1970 - 1985	G1
APPENDIX H	- Irvington Neighborhood Survey Summary Highlights	H1
APPENDIX I	- School (IPS) Information	I1
APPENDIX J	- Design Standards	J1

APPENDIX A

Demographic Information

IRVINGTON

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION	15203		14692		12649				
A. Male	6950	45.71%	6681	45.47%	5785	45.73%	-3.36%	-13.91%	-16.80%
B. Female	8252	54.28%	8011	54.53%	6864	54.27%	-3.87%	-13.41%	-16.76%
C. Under 5 yrs.	1233	8.11%	1008	6.86%	865	6.85%	-2.92%	-14.32%	-16.82%
D. 5-19 yrs.	3530	23.22%	3876	26.38%	2589	20.47%	-18.25%	-14.09%	-29.76%
E. 20-59 yrs.	7398	48.66%	6515	44.34%	6256	49.46%	-9.80%	-33.20%	-26.66%
F. 60-64 yrs.	931	6.12%	972	6.62%	704	5.57%	-11.94%	-3.98%	-15.44%
G. 65 - older	2110	13.88%	2318	15.78%	2234	17.66%	4.40%	-27.57%	-24.38%
H. Black	400	2.63%	400	2.72%	296	2.34%	0.00%	-26.00%	-26.00%
I. White	14799	97.34%	14261	97.07%	12248	96.83%	-3.54%	-14.12%	-17.24%
J. Single Males	966	19.47%	1106	23.25%	1105	25.17%	14.49%	-0.09%	14.39%
K. Married Males	3916	78.92%	3483	73.20%	2921	66.54%	-11.06%	-16.14%	-25.41%
L. Divorced Males	80	1.61%	169	3.55%	364	8.29%	111.25%	115.38%	355.00%
Total Males	4962		4758		4390				
M. Single Females	1230	22.33%	1241	23.88%	1053	23.19%	0.89%	-15.15%	-14.39%
N. Married Females	3956	71.82%	3557	68.46%	2936	64.67%	-10.09%	-17.46%	-25.78%
O. Divorced Females	322	5.85%	398	7.66%	551	12.14%	23.60%	38.44%	71.12%
Total Females	5508		5196		4540				
2. Total Housing Units	5294		5403		5405				
A. Occupied Units	5167	97.60%	5255	97.26%	5185	95.93%	2.06%	0.04%	2.10%
a. Owner Occupied	3673	71.09%	3588	68.28%	3648	70.36%	-1.33%	-1.67%	0.35%
b. Renter Occupied	1494	28.91%	1667	31.72%	1537	29.64%	-2.31%	-7.80%	-0.68%
B. Vacant	127	2.46%	148	2.74%	220	4.07%	11.58%	48.65%	73.23%
3. Households									
A. Total Households	5167		5235		5185		1.32%	-0.96%	0.35%
B. Persons/Household	2.9		2.76		2.42		2.48		
4. Families									
A. Median Income in \$'s	7912		11338		20968		43.30%	84.94%	165.02%
5. Education Completed									
A. 0-11 yrs.	8921		9289		8150		4.13%	-12.26%	-8.64%
B. High School	3404	38.16%	3888	41.86%	2356	28.91%	14.22%	-39.40%	-30.79%
C. College (1/+ yr)	3149	35.30%	2937	31.62%	3116	38.23%	-6.73%	6.09%	-1.05%
	2368	26.54%	2464	26.53%	2678	32.86%	4.05%	8.69%	13.09%

WARREN TOWNSHIP

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION	60345		85837		89208		42.24%	3.93%	47.83%
A. Male	29227	48.43%	41059	47.83%	42194	47.30%	40.48%	2.76%	44.37%
B. Female	31119	51.57%	44778	52.17%	47014	52.70%	43.89%	4.99%	51.08%
C. Under 5 yrs.	7266	12.04%	7594	8.85%	6167	6.91%	4.51%	-18.79%	-15.13%
D. 5-19 yrs.	15344	25.43%	26521	30.90%	22261	24.95%	72.84%	-16.06%	45.08%
E. 20-59 yrs.	30928	51.25%	41685	48.56%	47364	53.09%	34.78%	13.62%	53.14%
F. 60-64 yrs.	2241	3.71%	3231	3.75%	4020	4.51%	44.18%	24.42%	79.38%
G. 65 - older	4389	7.27%	6802	7.92%	9396	10.53%	54.98%	38.14%	114.08%
H. Black	615	1.02%	3983	4.64%	7327	8.21%	547.64%	83.96%	1091.38%
I. White	59690	98.91%	81611	95.08%	80936	90.73%	36.72%	-0.83%	35.59%
J. Single Males	3323	17.13%	6201	22.45%	8227	26.68%	86.61%	32.67%	147.58%
K. Married Males	15736	81.13%	20564	74.44%	20237	65.63%	30.68%	-1.59%	28.60%
L. Divorced Males	336	1.73%	860	3.11%	2371	7.69%	155.95%	175.70%	605.65%
Total Males	19395		27625		30835				
M. Single Females	3326	16.69%	6093	21.10%	7579	24.58%	83.19%	24.39%	127.87%
N. Married Females	15825	79.40%	20948	72.53%	20293	65.81%	32.37%	-3.13%	28.23%
O. Divorced Females	780	3.91%	1841	6.37%	4040	13.10%	136.03%	119.45%	417.95%
Total Females	19931		28882		31912				
2. Total Housing Units	19158		27437		34391		43.21%	25.35%	79.51%
A. Occupied Units	18248	95.25%	26619	97.02%	32701	95.09%	45.87%	22.85%	79.20%
a. Owner Occupied	14681	80.45%	19588	73.59%	21867	66.87%	33.42%	11.63%	48.95%
b. Renter Occupied	3567	19.55%	7031	26.41%	10834	33.13%	97.11%	54.09%	203.73%
B. Vacant	910	4.99%	818	2.98%	1490	4.33%	-10.11%	82.15%	63.74%
3. Households									
A. Total Households	18249		26619		32701		45.87%	22.85%	79.19%
B. Persons/Household	NA		NA		2.68		2.48		
4. Families									
A. Median Income in \$'s	NA		NA		22380		ERR	ERR	ERR
5. Education Completed									
A. 0-11 yrs.	34190	44.31%	46738	38.83%	52914	28.77%	36.70%	13.21%	54.76%
B. High School	15150	35.14%	18150	39.51%	15225	43.49%	19.80%	-16.12%	0.50%
C. College (1/+ yr)	12013	20.55%	18464	21.66%	23014	27.73%	53.70%	24.64%	91.58%
	7027		10124		14675		44.07%	44.95%	108.84%

MARION

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION	698168		792299		765233		13.48%	-3.42%	9.61%
A. Male	334238	47.87%	379655	47.92%	364199	47.59%	13.59%	-4.07%	8.96%
B. Female	361596	51.79%	412644	52.08%	401034	52.41%	14.12%	-2.81%	10.91%
C. Under 5 yrs.	84931	12.16%	70867	8.94%	57075	7.46%	-16.56%	-19.46%	-32.80%
D. 5-19 yrs.	180462	25.85%	238095	30.05%	186967	24.43%	31.94%	-21.47%	3.60%
E. 20-59 yrs.	345199	49.44%	383714	48.43%	409179	53.47%	11.16%	6.64%	18.53%
F. 60-64 yrs.	27249	3.90%	31485	3.97%	32714	4.28%	15.55%	3.90%	20.06%
G. 65 - older	59194	8.48%	68138	8.60%	79298	10.36%	15.11%	16.38%	33.96%
H. Black	99912	14.31%	134486	16.97%	153310	20.03%	34.60%	14.00%	53.45%
I. White	596835	85.49%	655283	82.71%	601092	78.55%	9.79%	-8.27%	0.71%
J. Single Males	46989	2748.00%	67786	26.08%	79962	30.41%	44.26%	17.96%	70.17%
K. Married Males	116933	6838.00%	180834	69.58%	160013	60.85%	54.65%	-11.51%	36.84%
L. Divorced Males	7067	413.00%	11277	4.34%	22969	8.74%	59.57%	103.68%	225.02%
Total Males	170989		259897		262944				
M. Single Females	44032	20.44%	63789	23.80%	74638	28.39%	44.87%	17.01%	69.51%
N. Married Females	168841	78.39%	184285	68.77%	159642	60.71%	9.15%	-13.37%	-5.45%
O. Divorced Females	2523	1.17%	19914	7.43%	35484	13.49%	689.30%	78.19%	1306.42%
Total Females	215396		267988		269764				
2. Total Housing Units	223534		269969		309393		20.77%	14.60%	38.41%
A. Occupied Units	211798	94.75%	251522	93.17%	285092	92.15%	18.76%	13.35%	34.61%
a. Owner Occupied	136064	64.24%	154941	61.60%	168539	59.12%	13.87%	8.78%	23.87%
b. Renter Occupied	75734	35.76%	96581	38.40%	116553	40.88%	27.53%	20.68%	53.90%
B. Vacant	12736	6.01%	18447	6.83%	24301	7.85%	44.84%	31.73%	90.81%
3. Households									
A. Total Households	211798		257522		285092		21.59%	10.71%	34.61%
B. Persons/Household	3.23		3.09		2.63		2.48		
4. Families									
A. Median Income in \$'s	6609		10819		17400		63.70%	60.83%	163.28%
5. Education Completed									
A. 0-11 yrs.	389820	54.33%	419538	44.65%	444056	32.53%	7.62%	5.84%	13.91%
B. High School	211788	27.43%	187324	33.34%	144440	36.81%	-11.55%	-22.89%	-31.80%
C. College (1/+ yr)	106910	18.24%	139866	22.01%	163470	30.66%	30.83%	16.88%	52.90%
	71122		92348		136146		29.84%	47.43%	91.43%

TRACT 3607

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION	2656		2520		2252		-5.12%	-10.63%	-15.21%
A. Male	1214	45.71%	1159	45.99%	1035	45.96%	-4.53%	-10.70%	-14.74%
B. Female	1442	54.29%	1361	54.01%	1217	54.04%	-5.62%	-10.58%	-15.60%
C. Under 5 yrs.	186	7.00%	135	5.36%	133	5.91%	-27.42%	-1.48%	-28.49%
D. 5-19 yrs.	627	23.61%	596	23.65%	389	17.27%	-4.94%	-34.73%	-37.96%
E. 20-59 yrs.	1303	49.06%	1157	45.91%	1076	47.78%	-11.20%	-7.00%	-17.42%
F. 60-64 yrs.	160	6.02%	202	8.02%	172	7.64%	26.25%	-14.85%	7.50%
G. 65 - older	380	14.31%	430	17.06%	482	21.40%	13.16%	12.09%	26.84%
H. Black	294	11.07%	323	12.82%	183	8.13%	9.86%	-43.34%	-37.76%
I. White	2361	88.89%	2194	87.06%	2060	91.47%	-7.07%	-6.11%	-12.75%
J. Single Males	146	16.59%	191	21.68%	182	22.47%	30.82%	-4.71%	24.66%
K. Married Males	729	82.84%	668	75.82%	576	71.11%	-8.37%	-13.77%	-20.99%
L. Divorced Males	5	0.57%	22	2.50%	52	6.42%	340.00%	136.36%	940.00%
Total Males	880		881		810				
M. Single Females	191	19.75%	204	21.77%	169	20.86%	6.81%	-17.16%	-11.52%
N. Married Females	741	76.63%	689	73.53%	575	70.99%	-7.02%	-16.55%	-22.40%
O. Divorced Females	35	3.62%	44	4.70%	86	10.62%	25.71%	95.45%	145.71%
Total Females	967		937		830				
2. Total Housing Units	918		943		989		2.72%	4.88%	7.73%
A. Occupied Units	899	97.93%	923	97.88%	951	96.16%	2.67%	3.03%	5.78%
a. Owner Occupied	730	81.20%	734	79.52%	749	78.76%	0.55%	2.04%	2.60%
b. Renter Occupied	169	18.80%	189	20.48%	202	21.24%	11.83%	6.88%	19.53%
B. Vacant	19	2.11%	20	2.12%	38	3.84%	5.26%	90.00%	100.00%
3. Households									
A. Total Households	899		923		951		2.67%	3.03%	5.78%
B. Persons/Household	2.94		2.73		2.33				
4. Families									
A. Median Income in \$'s	8303		11977		19250		44.25%	60.72%	131.84%
5. Education Completed									
A. 0-11 yrs.	1732	39.43%	1645	25.84%	1579	28.31%	-5.02%	-4.01%	-8.83%
B. High School	683	33.08%	425	37.20%	447	32.24%	-37.77%	5.18%	-34.55%
C. College (1/+ yr)	573	27.48%	612	36.96%	509	39.46%	6.81%	-16.83%	-11.17%
	476		608		623		27.73%	2.47%	30.88%

TRACT 3610

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION									
A. Male	2722		2737	45.82%	2548	45.45%	0.55%	-6.91%	-6.39%
B. Female	1286	47.24%	1254	45.82%	1158	45.45%	-2.49%	-7.66%	-9.95%
C. Under 5 yrs.	1436	52.76%	1483	54.18%	1390	54.55%	3.27%	-6.27%	-3.20%
D. 5-19 yrs.	135	4.96%	149	5.44%	144	5.65%	10.37%	-3.36%	6.67%
E. 20-59 yrs.	530	19.47%	609	22.25%	472	18.52%	-14.91%	-22.50%	-10.94%
F. 60-64 yrs.	1374	50.48%	1186	43.33%	1195	46.90%	-13.68%	0.76%	-13.03%
G. 65 - older	251	9.22%	254	9.28%	166	6.51%	-1.20%	-34.65%	-33.86%
	432	15.87%	536	19.58%	571	22.41%	24.07%	6.53%	32.18%
H. Black	1	0.04%	0	0.00%	0	0.00%	-100.00%	ERR	-100.00%
I. White	2721	99.96%	2737	100.00%	2541	99.73%	0.59%	-7.16%	-6.62%
J. Single Males	192	18.75%	166	17.49%	177	19.60%	-13.54%	6.63%	-7.81%
K. Married Males	820	80.08%	759	79.98%	685	75.86%	-7.44%	-9.75%	-16.46%
L. Divorced Males	12	1.17%	24	2.53%	41	4.54%	100.00%	70.83%	241.67%
Total Males	1024		949		903				
M. Single Females	200	18.83%	196	19.44%	217	24.03%	-2.00%	10.71%	8.50%
N. Married Females	822	77.40%	759	75.30%	684	75.75%	-7.66%	-9.88%	-16.79%
O. Divorced Females	40	3.77%	53	5.26%	66	7.31%	32.50%	24.53%	65.00%
Total Females	1062		1008		967				
2. Total Housing Units	1023		1049		1035				
A. Occupied Units	1006		1034	98.57%	1027	99.23%	2.54%	-1.33%	1.17%
a. Owner Occupied	892	98.34%	904	87.43%	908	88.41%	2.78%	-0.68%	2.09%
b. Renter Occupied	114	11.33%	130	12.57%	119	11.59%	1.35%	0.44%	1.79%
B. Vacant	17	1.69%	15	1.43%	8	0.77%	-11.76%	-8.46%	-46.67%
3. Households									
A. Total Households	1006		1034		1027		2.78%	-0.68%	2.09%
B. Persons/Household	2.71		2.65		2.48		2.48		
4. Families									
A. Median Income in \$'s	9069		11826		24674		30.40%	108.64%	172.07%
5. Education Completed									
A. 0-11 yrs.	1951		2199	48.93%	1778	22.55%	12.71%	-19.15%	-8.87%
B. High School	752	38.54%	1076	20.92%	401	36.67%	43.09%	-62.73%	-46.68%
C. College (1/+ yr)	602	30.86%	460	30.15%	652	40.78%	-23.59%	41.74%	8.31%
	597	30.60%	663		725		11.06%	9.35%	21.44%

TRACT 3611

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION									
A. Male	4809	42.36%	4586	42.76%	3807	44.81%	-4.64%	-16.93%	-20.84%
B. Female	2037	57.64%	1961	57.24%	1706	55.19%	-3.73%	-13.00%	-16.25%
C. Under 5 yrs.	2772	7.63%	2625	6.67%	2101	6.91%	-5.30%	-19.96%	-24.21%
D. 5-19 yrs.	367	21.40%	306	26.76%	263	19.54%	-16.62%	-14.05%	-28.34%
E. 20-59 yrs.	1029	46.45%	1227	42.08%	744	52.48%	19.24%	-39.36%	-27.70%
F. 60-64 yrs.	2234	6.36%	1930	6.06%	1998	4.36%	-13.61%	3.52%	-10.56%
G. 65 - older	306	18.15%	278	18.43%	166	16.71%	-9.15%	-40.29%	-45.75%
	873		845		636		-3.21%	-24.73%	-27.15%
H. Black	3	0.06%	9	0.20%	7	0.18%	200.00%	-22.22%	133.33%
I. White	4805	99.92%	4562	99.48%	3743	98.32%	-5.06%	-17.95%	-22.10%
J. Single Males	320	21.75%	397	28.96%	381	29.42%	24.06%	-4.03%	19.06%
K. Married Males	1122	76.27%	912	66.52%	766	59.15%	-18.72%	-16.01%	-31.73%
L. Divorced Males	29	1.97%	62	4.52%	148	11.43%	113.79%	138.71%	410.34%
Total Males	1471		1371		1295				
M. Single Females	507	28.44%	513	31.26%	391	30.19%	1.18%	-23.78%	-22.88%
N. Married Females	1133	63.54%	946	57.65%	772	59.61%	-16.50%	-18.39%	-31.86%
O. Divorced Females	143	8.02%	182	11.09%	218	16.83%	27.27%	19.78%	52.45%
Total Females	1783		1641		1381				
2. Total Housing Units	1800		1804		1831				
A. Occupied Units	1741	96.72%	1745	96.73%	1727	94.32%	0.23%	1.50%	1.72%
a. Owner Occupied	908	52.15%	842	48.25%	881	51.01%	-7.27%	-1.03%	-0.80%
b. Renter Occupied	833	47.85%	903	51.75%	846	48.99%	8.40%	4.63%	-2.97%
B. Vacant	59	3.39%	59	3.27%	104	5.68%	0.00%	-6.31%	1.56%
								76.27%	76.27%
3. Households									
A. Total Households	1741		1745		1727		0.23%	-1.03%	-0.80%
B. Persons/Household	2.72		2.58		2.2		2.48		
4. Families									
A. Median Income in \$'s	7327		11454		20437		56.33%	78.43%	178.93%
5. Education Completed									
A. 0-11 yrs.	3141	39.57%	2751	39.37%	2438	24.28%	-12.42%	-11.38%	-22.38%
B. High School	1243	33.43%	1083	33.08%	592	41.92%	-12.87%	-45.34%	-52.37%
C. College (1/+ yr)	1050	27.00%	910	27.55%	1022	33.80%	-13.33%	12.31%	-2.67%
	848		758		824		-10.61%	8.71%	-2.83%

TRACT 3612

	1960	1960 % total	1970	1970 % total	1980	1980 % total	% Change 1960-1970	% Change 1970-1980	% Change 1960-1980
1. TOTAL POPULATION	5015		4849		4042				
A. Male	2413	48.12%	2307	47.58%	1886	46.66%	-3.31%	-16.64%	-19.40%
B. Female	2602	51.88%	2542	52.42%	2156	53.34%	-4.39%	-18.25%	-21.84%
C. Under 5 yrs.	545	10.87%	418	8.62%	326	8.07%	-2.31%	-15.18%	-17.14%
D. 5-19 yrs.	1344	26.80%	1444	29.78%	984	24.34%	-23.30%	-22.01%	-40.18%
E. 20-59 yrs.	2487	49.59%	2242	46.24%	1987	49.16%	7.44%	-31.86%	-26.79%
F. 60-64 yrs.	214	4.27%	238	4.91%	200	4.95%	-9.85%	-11.37%	-20.10%
G. 65 - older	425	8.47%	507	10.46%	545	13.48%	11.21%	-15.97%	-6.54%
H. Black	102	2.03%	68	1.40%	106	2.62%	-33.33%	55.88%	3.92%
I. White	4912	97.95%	4768	98.33%	3904	96.59%	-2.93%	-18.12%	-20.52%
J. Single Males	308	19.41%	352	22.61%	365	26.41%	14.29%	3.69%	18.51%
K. Married Males	1245	78.45%	1144	73.47%	894	64.69%	-8.11%	-21.85%	-28.19%
L. Divorced Males	34	2.14%	61	3.92%	123	8.90%	79.41%	101.64%	261.76%
Total Males	1587		1557		1382				
M. Single Females	332	19.58%	328	20.37%	276	19.97%	-1.20%	-15.85%	-16.87%
N. Married Females	1260	74.29%	1163	72.24%	905	65.48%	-7.70%	-22.18%	-28.17%
O. Divorced Females	104	6.13%	119	7.39%	181	13.10%	14.42%	52.10%	74.04%
Total Females	1696		1610		1362				
2. Total Housing Units	1553		1607		1550				
A. Occupied Units	1521		1553		1480				
a. Owner Occupied	1143	75.15%	1108	71.35%	1110	75.00%	-3.06%	0.18%	-2.89%
b. Renter Occupied	378	24.85%	445	28.65%	370	25.00%	17.72%	-16.85%	-2.12%
B. Vacant	32	2.10%	54	3.36%	70	4.52%	68.75%	29.63%	118.75%
3. Households									
A. Total Households	1521		1533		1480				
B. Persons/Household	3.23		3.06		2.66		0.79%	-3.46%	-2.70%
4. Families									
A. Median Income in \$'s	6950		10093		19512		45.22%	93.32%	180.75%
5. Education Completed									
A. 0-11 yrs.	2849		2794		2355		-1.93%	-15.71%	-17.34%
B. High School	1478	51.88%	1304	46.67%	916	38.90%	-11.77%	-29.75%	-38.02%
C. College (1/+ yr)	924	32.43%	955	34.18%	933	39.62%	3.35%	-2.30%	0.97%
	447	15.69%	435	15.57%	506	21.49%	-2.68%	16.32%	13.20%

IRVINGTON DATA SUMMARY

(Including Tract 3613, 300 Block Group)
where noted

POPULATION

CENSUS TRACT	TOTAL	WHITE	BLACK	SPANISH ORIGIN	% WHITE	% BLACK
Marion County	765,233	601,092	155,310	6,818	78.60%	20.30%
Warren Township	89,208	80,936	7,327	729	90.70%	8.20%
Tract 3607	2,252	2,060	183	20	91.50%	8.10%
Tract 3610	2,548	2,541	0	7	99.70%	0.00%
Tract 3611	3,807	3,743	7	40	98.30%	0.20%
Tract 3612	4,042	3,904	106	37	96.60%	2.60%
Tract 3613 (300 Block Grp.)	1,168	1,155	7	0	98.90%	1.10%
Irvington Neighborhood	13,817	13,403	303	104	97.00%	2.20%

HOUSING OCCUPIED

CENSUS TRACT	TOTAL	OWNER	RENTER	TOTAL HOUSING/% VACANT	* %OWNER	* %RENTER
Marion County	285,092	168,539	116,553	309,393/7.9%	59.10%	40.90%
Warren Township	32,701	21,867	10,834	34,382/4.9%	66.90%	33.10%
Tract 3607	951	749	202	989/3.8%	78.80%	21.20%
Tract 3610	1,027	908	119	1,037/1.0%	88.40%	11.60%
Tract 3611	1,727	881	846	1,831/5.7%	51.00%	49.00%
Tract 3612	1,480	1,110	370	1,550/4.5%	75.00%	25.00%
Tract 3613 (300 Block Grp.)	443	386	54	446/.7%	87.10%	12.20%
Irvington Neighborhood	5,628	4,034	1,591	5,853/3.8%	71.70%	28.30%
*Percentages computed from Occupied Housing Totals						

AGE

CENSUS TRACT	MEDIAN	0-18	19-64	65+
Marion County	33.20	230,054	455,881	79,298
Warren Township	32.40	26,916	52,896	9,396
Tract 3607	41.10	482	1,283	482
Tract 3610	38.00	586	1,391	571
Tract 3611	31.80	955	2,216	636
Tract 3612	29.30	1,241	2,256	545
Tract 3613 (300 Block Grp.)	35.20	314	706	138
Irvington Neighborhood	35.10	3,578	7,852	2,372

SEX

CENSUS TRACT	MALE	FEMALE	% MALE	% FEMALE
Marion County	364,199	401,034	48.00%	52.40%
Warren Township	42,194	47,014	47.30%	52.70%
Tract 3607	1,035	1,217	46.00%	54.00%
Tract 3610	1,158	1,390	45.50%	54.50%
Tract 3611	1,706	2,101	44.80%	55.20%
Tract 3612	1,886	2,156	46.70%	53.30%
Irvington Neighborhood	5,785	6,864	45.70%	54.30%

INCOME

CENSUS TRACT	MEAN FAMILY INCOME WHITE	MEAN FAMILY INCOME BLACK	MEAN HOUSEHOLD INCOME
Marion County	\$25,021	\$17,710	\$20,445
Warren Township	\$24,482	\$16,651	\$21,167
Tract 3607	\$21,850	\$8,727	\$20,078
Tract 3610	NA	NA	\$24,672
Tract 3611	\$23,573	NA	\$16,897
Tract 3612	\$20,275	NA	\$17,729
Irvington Neighborhood	NA	NA	\$19,844

N/A = Not Available

IRVINGTON DATA SUMMARY

(Including Tract 3613, 300 Block Group)
where noted

POPULATION

CENSUS TRACT	TOTAL	WHITE	BLACK	SPANISH ORIGIN	% WHITE	% BLACK
Marion County	765,233	601,092	155,310	6,818	78.60%	20.30%
Warren Township	89,208	80,936	7,327	729	90.70%	8.20%
Tract 3607	2,252	2,060	183	20	91.50%	8.10%
Tract 3610	2,548	2,541	0	7	99.70%	0.00%
Tract 3611	3,807	3,743	7	40	98.30%	0.20%
Tract 3612	4,042	3,904	106	37	96.60%	2.60%
Tract 3613 (300 Block Grp.)	1,168	1,155	7	0	98.90%	1.10%
Irvington Neighborhood	13,817	13,403	303	104	97.00%	2.20%

HOUSING OCCUPIED

CENSUS TRACT	TOTAL	OWNER	RENTER	TOTAL HOUSING/% VACANT	* %OWNER	* %RENTER
Marion County	285,092	168,539	116,553	309,393/7.9%	59.10%	40.90%
Warren Township	32,701	21,867	10,834	34,382/4.9%	66.90%	33.10%
Tract 3607	951	749	202	989/3.8%	78.80%	21.20%
Tract 3610	1,027	908	119	1,037/1.0%	88.40%	11.60%
Tract 3611	1,727	881	846	1,831/5.7%	51.00%	49.00%
Tract 3612	1,480	1,110	370	1,550/4.5%	75.00%	25.00%
Tract 3613 (300 Block Grp.)	443	386	54	446/.7%	87.10%	12.20%
Irvington Neighborhood	5,628	4,034	1,591	5,853/3.8%	71.70%	28.30%

*Percentages computed from
Occupied Housing Totals

AGE

CENSUS TRACT	MEDIAN	0-18	19-64	65+
Marion County	33.20	230,054	455,881	79,298
Warren Township	32.40	26,916	52,896	9,396
Tract 3607	41.10	482	1,283	482
Tract 3610	38.00	586	1,391	571
Tract 3611	31.80	955	2,216	636
Tract 3612	29.30	1,241	2,256	545
Tract 3613 (300 Block Grp.)	35.20	314	706	138
Irvington Neighborhood	35.10	3,578	7,852	2,372

SEX

CENSUS TRACT	MALE	FEMALE	% MALE	% FEMALE
Marion County	364,199	401,034	48.00%	52.40%
Warren Township	42,194	47,014	47.30%	52.70%
Tract 3607	1,035	1,217	46.00%	54.00%
Tract 3610	1,158	1,390	45.50%	54.50%
Tract 3611	1,706	2,101	44.80%	55.20%
Tract 3612	1,886	2,156	46.70%	53.30%
Irvington Neighborhood	5,785	6,864	45.70%	54.30%

INCOME

CENSUS TRACT	MEAN FAMILY INCOME WHITE	MEAN FAMILY INCOME BLACK	MEAN HOUSEHOLD INCOME
Marion County	\$25,021	\$17,710	\$20,445
Warren Township	\$24,482	\$16,651	\$21,167
Tract 3607	\$21,850	\$8,727	\$20,078
Tract 3610	NA	NA	\$24,672
Tract 3611	\$23,573	NA	\$16,897
Tract 3612	\$20,275	NA	\$17,729
Irvington Neighborhood	NA	NA	\$19,844

N/A = Not Available

APPENDIX B

Demographic comparison of the Eastside Community Investment, Linwood and Southeast Pride Task Force Areas with Irvington

IRVINGTON NEIGHBORHOOD PLAN

Demographic Comparison of the Eastside Community Investment, Linwood and Southeast Pride Task Force Areas With Irvington

Based upon the 1980
Indianapolis Neighborhood Statistics Program
Bureau of Census

Map Code--	Area Number
Eastside Community Investments	8
Irvington	13
Linwood	15
Southeast Pride	26
NPA Comparison - approximate area of the old City limits of Indianapolis	

POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
POPULATION TOTAL (AREA)	27,925		11,903		15,931		10,006		402,791	
RACE										
White	25,798		11,534		15,653		6,932		266,715	
Black	1,600	5.7%	269	2.3%	107	0.70%	3,028	30.3%	131,868	32.7%
American Indian, Eskimos, Aleuts	166		8		34		6		659	
Asian & Pacific Islanders	55		50		41		13		1,658	
Spanish Origin	543	1.9%	90	0.8%	179	1.10%	103		3,734	0.9%
AGE										
0- 5	2,737		794		1,205		821			
5- 9	2,492		757		1,158		859			
10-14	2,308		769		962		898			
15-19	2,699		894		1,144		994			
20-24	3,119		925		1,554		924			
25-29	2,563		1,147		1,587		779			
30-34	1,888		903		1,134		619			
35-44	2,477		1,077		1,388		992			
45-54	2,552		1,146		1,358		1,103			
55-59	1,152		675		935		523			
60-64	1,117		682		850		461			
65-74	1,696		1,268		1,557		665			
75-84	865		682		899		310			
85 & Over	260		184		200		58			
Median Age		26.2%		33.7%		31.60%		28.3%		29.3%
% Under 15		26.9%		19.5%		20.90%		25.8%		23.2%
% = 65		10.1%		17.9%		16.70%		10.3%		12.1%
HOUSEHOLD	10,000		4,904		6,615		3,472			
Number of Persons in Household										
1	2,763	27.6%	1,492	30.4%	1,947	29.40%	747	21.5%		27.8%
2	2,698	26.9%	1,665	33.9%	2,283	34.50%	997	28.7%		30.3%
3	1,630		758		1,047		664			
4	1,328		564		775		537			
5	771		245		340		278			
6	810		180		223		249			
Number of Persons in Group Quarters	210	2.1%	109	0.9%	20		49	1.4%		1.6%

POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
<hr/>										
Persons 65 Years of Age and Older										
Family Householder	939	45.9%	688	46.9%	913	57.70%	358	34.7%		59.7%
Non-Family Househ.	1,066	52.2%	729	49.7%	667	42.10%	365	35.3%		35.2%
Group Quarters	37	1.8%	51	3.5%	3	0.20%	31	3.0%		5.0%
<hr/>										
MARITAL STATUS										
Male, 15 years & over	9,644		4,274		5,555		3,376			
Single	2,940	29.4%	1,009	23.6%	1,285	23.10%	950	28.1%		31.0%
Now Married, Except										
Separated	4,856	48.6%	2,788	65.2%	3,521	63.40%	1,971	58.4%		53.5%
Separated	262	2.6%	58	1.4%	77	1.40%	70	2.1%		2.7%
Widowed	313	3.1%	93	2.2%	171	3.10%	106	3.1%		3.3%
Divorced	1,273	12.7%	326	7.6%	501	9.00%	279	8.3%		9.4%
<hr/>										
Female, 15 years & over	10,744		5,309		7,051		4,052			
Single	2,322	23.2%	1,104	20.8%	1,239	17.60%	875	21.6%		25.0%
Now Married, Except										
Separated	4,863	48.6%	2,808	52.9%	3,527	50.00%	1,975	48.7%		45.8%
Separated	456	4.6%	77	1.5%	133	2.40%	130	3.9%		34.1%
Widowed	1,484	14.8%	912	17.2%	1,237	22.30%	570	14.1%		14.0%
Divorced	1,619	16.2%	508	9.6%	915	16.50%	502	12.4%		11.9%
<hr/>										
Total Separated or Divorced -										
Male & Female	3,610	36.1%	969	19.8%	1,626	29.30%	981	29.1%		19.2%
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FAMILY TYPE BY PRESENCE OF OWN CHILDREN										
Families	6,849		3,233		4,242		2,594			
With Own Children Under 18 Years	4,005	58.5%	1,420	43.9%	1,983	46.80%	1,418	54.7%		51.6%
Married-Couple Families	4,782	69.8%	2,762	85.4%	3,484	82.10%	1,936	74.6%		73.9%
With Own Child Under 18	2,696	39.4%	1,174	36.3%	1,571	37.00%	953	36.7%		35.8%
<hr/>										
Female Householder -										
No Husband Present	1,697	24.7%	412	12.7%	597	14.10%	592	22.8%		21.8%
With Own Children										
Under 18	1,110	16.2%	211	6.5%	337	7.90%	427	16.5%		13.9%
Male Householder -										
No Wife Present	370	5.4%	61	1.9%	161	3.80%	67	2.6%		4.0%
<hr/>										
RESIDENCE 5 YEARS EARLIER (1975)										
Persons 5 Years & Over	25,359		11,106		14,420		9,190			
Same House	11,133	43.9%	6,250	56.3%	7,982	55.40%	5,531	60.2%		52.4%
Different House in U.S.	14,127		4,678		6,392		3,629			46.9%
<hr/>										
Same Country	10,961		3,611		5,252		3,042			
Different Country	3,166		1,067		1,140		587			
Same State	1,166		723		563		321			

POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
Different State	2,000		344		577		266			
Abroad	99		178		46		30			

NATIVITY & PLACE OF BIRTH										
Total Persons	27,924		11,887		15,929					
Native	27,441	98.3%	11,663	98.1%	15,767	98.90%	9,918	98.9%		98.2%
Born in State of										
Residence	19,105	68.4%	8,598	72.3%	12,033	75.70%	6,727	67.8%		65.5%
Born in Different State	8,253	29.6%	3,024	25.4%	3,709	23.30%	3,073	30.9%		32.4%
Born Abroad, At Sea,										
Etc.	83	0.3%	41	0.3%	25	0.02%	16	0.2%		0.2%
Foreign Born	483	1.7%	224	1.9%	162	1.00%	102	1.0%		1.8%

LANGUAGE SPOKEN AT HOME										
Persons 5 to 17 Years	6,296		2,093		2,805		2,247			
Speak Only English	6,150		1,990		2,773		2,152			
Speak a Language Other										
Than English	146	2.3%	103	4.9%	32	1.10%	95	4.2%		2.6%
Persons 18 Years & Over	18,924		8,959		11,854		6,875			
Speak Only English	18,263		8,745		11,508		6,818			
Speak a Language Other										
Than English	661	3.5%	214	2.4%	346	2.90%	57	0.8%		3.1%

MEANS OF TRANSPORTATION TO WORK										
Workers 16 Years and Over	10,087		5,175		6,699		3,887			
Car, Truck, or Van	8,281	82.1%	4,494	86.8%	5,905	88.20%	3,457	88.9%		86.3%
Drive Alone	5,779	57.3%	3,618	69.9%	4,523	67.50%	2,603	66.9%		65.4%
Car Pool	2,502	24.8%	876	16.9%	1,382	20.60%	854	21.9%		20.9%
Public Transportation	1,020	10.1%	426	8.2%	438	6.50%	248	6.4%		7.9%
Walk, Work at Home,										
Other	786	7.8%	255	4.9%	356	5.30%	182	4.7%		5.7%

SCHOOL ENROLLMENT										
Persons 3 Years & Over										
Enrolled in School	6,652		2,600		3,383		2,459			
Nursery School	192		118		151		149			
Public School	69		5		16		88			
Private School	126		113		135		61			
Kindergarten &										
Elementary (1-8)	4,484		1,366		1,985		1,526			
Public School	3,970	88.5%	957	70.1%	1,550	78.10%	1,372	89.9%		87.0%
Private School	514	11.5%	409	29.9%	435	21.90%	154	10.1%		13.0%
High School (1-4 Years)	1,313		627		745		667			
Public School	1,168	89.0%	442	70.5%	552	74.10%	643	96.4%		88.5%
Private School	145	11.0%	185	29.5%	193	25.90%	24	3.6%		4.4%
College	660		489		502		117			
Public School	582	88.2%	399	81.6%	398	79.30%	103	88.0%		79.2%
Private School	78	11.8%	90	18.4%	104	20.70%	14	11.9%		20.7%

YEARS OF SCHOOL COMPLETED										
Persons 25 Years Old										

POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
and Over	14,684		7,766		9,841		5,570			
Elementary (0-8 Years)	4,083		1,151		1,818		1,313			
High School (1-3 Years)	4,282		1,051		2,352		1,830			
(4 Years)	4,502		2,942		3,822		1,954			
College (1-3 Years)	1,204		1,244		3,822		398			
(4 or More Years)	613		1,378		1,115		75			
High School Drop-outs		27.8%		14.8%		57.60%		23.6%		19.4%
High School Graduates		43.0%		71.6%		18.50%		43.6%		59.6%
College (4 or More Years)		4.2%		17.7%		11.30%		1.4%		15.1%
LABOR FORCE STATUS										
Persons 16 Years & Over	20,000		9,322		12,296		7,285			
Labor Force	11,871	59.4%	5,625	60.3%	7,474	60.80%	4,591	63.0%		62.5%
Females 16 Years and Over	10,566		5,173		6,880		3,945			
Labor Force	4,925	46.6%	2,550	49.3%	3,538	51.40%	2,104	53.3%		52.9%
Females 16 Years and Over	10,566		5,173		6,880		3,945			
With Own Children										
Under 6 Years	2,033		746		1,042		705			
In Labor Force	975		352		558		435			
With Own Children 6-17										
Years Only	2,043		677		992		781			
In Labor Force	1,140		418		738		530			
Unemployment Rate		12.3%		3.3%		6.80%		11.8%		
WORKERS IN FAMILY IN 1979										
Families	6,849		3,233		4,242		2,594			
No Workers	1,109	16.2%	505	15.6%	644	15.20%	343	13.2%		12.9%
1 Worker	2,665	38.9%	946	29.3%	1,433	33.80%	938	36.2%		34.1%
2 or More Workers	3,075	44.9%	1,782	55.1%	2,165	51.00%	1,313	50.6%		53.0%
HOUSEHOLD INCOME TYPE										
IN 1979										
With Earnings	N=7,831		N=3,731		N=5,036		N=2,747			
Mean Earnings	\$13,639		\$19,815		\$16,742		\$16,432		\$18,999	
With Soc. Sec. Income	N=2815		N=1,776		N=2,260		N=1,002			
Mean Social Security										
Income	\$4,137		\$4,684		\$4,387		\$4,060		\$4,201	
With Public Assistance										
Income	N=1,326		N= 204		N= 351		N= 379			
Mean Public Assistance										
Income	\$2,368		\$2,190		\$2,364		\$2,240		\$2,177	
MEAN FAMILY INCOME IN 1979										
BY WORKERS IN FAMILY IN 1979										
No Workers	\$6,457		\$13,093		\$9,943		\$7,384		\$9,654	
1 Worker	\$11,992		\$20,243		\$15,613		\$12,852		\$18,054	
2 or More Workers	\$20,150		\$27,395		\$23,647		\$23,447		\$26,842	
INCOME IN 1979 BELOW										

POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
<hr/>										
POVERTY LEVEL										
Families	1,446	21.1%	174	5.4%	347	8.2%	350	13.5%		12.3%
Persons	6,663	24.1%	928	7.9%	1,632	10.3%	1,579	16.1%		15.9%
65 Years and Older	514		193		319		252			
<hr/>										
HOUSING CHARACTERISTICS										
GENERAL										
Total Year Round Housing										
Units	11,359		5,096		6,931		4,119		164,307	
Vacant	1,352	11.9%	192	3.8%	316	4.6%	647	15.7%		9.3%
Owner Occupied Housing										
Units	4,733	41.7%	3,474	68.2%	4,282	61.8%	2,354	57.2%		52.8%
Renter Occupied Housing	5,267	46.4%	1,430	28.1%	2,333	33.7%	1,118	27.1%		37.8%
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YEAR HOUSING BUILT										
1979 - March 1980	57		0		0		5			
1975 - 1978	21		7		6		17			
1970 - 1974	45		8		42		317			
1960 - 1969	344		18		226		970			
1950 - 1959	1,000		214		982		1,264			15.6%
1940 - 1949	1769		920		1534		769			16.9%
1939 or earlier	8,113	71.5%	3,107	61.3%	4,145	59.8%	798	19.3%		16.4%
Total	11,349		5,072		6,935		4,140			40.3%
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BEDROOMS										
Owner-Occupied										
0 to 1	241	5.1%	67	1.9%	171	4.0%	83	3.5%		4.0%
2	1,874	39.4%	1,549	44.9%	2,365	55.4%	1,050	44.3%		36.2%
3 or more	1,942	40.9%	1,831	53.1%	1,737	40.7%	1,239	52.2%		59.7%
Total	4,751		3,447		4,273		2,372			
Renter-Occupied										
0 to 1	2,409	45.9%	780	54.7%	1,640	69.9%	266	24.0%		41.3%
2	1,519	29.0%	401	28.1%	860	36.7%	564	50.1%		33.8%
3 or more	1,106	21.1%	246	17.2%	420	17.9%	278	25.1%		19.8%
Total	5,247		1,427		2,344		1,108			
<hr/>										
CLASS OF WORKER										
Employed Persons 16 Years and Older	10,393		5,439		6,958		4,032			
Private Wage and Salary Workers	8,756	84.30%	4,248	78.10%	5,765	82.9%	3,343	82.9%		78.2%
Federal Government Workers	253	2.40%	193	3.60%	322	4.6%	197	4.9%		4.7%
State Government Workers	300	2.90%	255	4.70%	220	3.2%	153	3.8%		5.1%
Local Government Workers	672	6.50%	519	9.50%	443	6.4%	244	6.1%		7.7%
Self-employed Workers	389	3.70%	219	4.00%	195	2.8%	95	2.4%		4.0%
Unpaid Family Workers	23	0.02%	5	0.09%	13	0.1%	0	0.0%		0.2%
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POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
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OCCUPATION (WORK BY PERSON)										
Employed Persons 16 Years and Older	10,393		5,439		6,958		4,032			
Managerial and Professional Specialty Occupations	924	8.9%	1,412	26.90%	960	13.8%	293	7.3%		20.3%
Technical, Sales, and Administrative Support Occupations	1,264	12.2%	2,041	37.50%	2,406	34.6%	1,113	27.6%		31.8%
Service Occupations	1,751	16.9%	585	10.80%	941	13.5%	670	16.6%		16.5%
Farming, Forestry, and Fishing Occupations	111	1.1%	15	0.20%	26	0.3%	19	0.5%		0.4%
Precision Production, Craft, and Repair Occupations	1,423	13.7%	612	11.50%	916	13.2%	458	11.4%		9.9%
Operators, Fabricators, and Laborers	3,474	33.4%	774	14.20%	1,709	24.6%	1,479	36.7%		21.1%
<hr/>										
INDUSTRY (MAIN ACTIVITY OF EMPLOYER)										
Employed Persons 16 Years and Over	10,393		5,439		6,958		4,032			
Agriculture, Forestry, Fishing and Mining	80	0.8%	49	0.09%	16	0.2%	13	0.3%		0.5%
Construction	679	6.5%	254	4.70%	377	5.4%	220	5.5%		4.0%
Manufacturing	2,906	27.9%	1,196	21.90%	1,975	28.4%	1,316	32.6%		23.0%
Transportation	459	4.4%	240	4.40%	312	4.5%	266	6.6%		4.6%
Communications & Other Public Utilities	197	1.8%	140	2.60%	110	1.6%	75	1.9%		2.6%
Wholesale Trade	549	5.3%	287	5.30%	341	4.9%	183	4.5%		5.0%
Retail Trade	2,157	20.8%	866	15.90%	1,243	17.9%	737	18.3%		16.8%
Finance, Insurance, Real Estate	522	5.0%	462	8.50%	535	7.7%	231	5.7%		7.2%
Business & Repair Service	525	5.1%	193	3.60%	228	3.3%	140	3.5%		4.4%
Personal Entertainment & Recreational Services	488	4.7%	194	3.60%	291	4.2%	72	1.8%		4.8%
Professional and Related Services	1,469	14.1%	1218	22.40%	1140	16.4%	617	15.3%		21.7%
Public Administration	362	3.5%	343	6.30%	390	5.6%	162	4.0%		5.4%
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INCOME IN 1979										
Households	10,061		4946		6582		3523			
Median	\$10,865		\$16,795		\$14,354		\$12,743		\$14,912	
Mean	\$13,051		\$19,195		\$16,148		\$15,480		\$18,444	
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Families	6,849		3,233		4,242		2,594			
Median	\$12,712		\$20,789		\$17,616		\$15,264		\$18,196	
Mean	\$14,758		\$23,069		\$18,852		\$17,492		\$21,621	
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POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
Unrelated Individuals	4,361		1,980		2,819		1,185			
Median	\$5,656		\$8,554		\$8,020		\$5,475		\$7,022	
Mean	\$6,979		\$10,228		\$9,290		\$7,767			
Per Capita	\$4,767		\$7,995		\$6,664		\$5,518			
YEAR HOUSEHOLDER MOVED INTO NEW UNIT										
Owner Occupied										
1979 - March 1980	629	13.2%	316	9.20%	487	11.4%	129	5.4%		
1975 - 1978	926	19.5%	715	20.10%	838	19.6%	514	21.7%		
1970 - 1974	741	15.6%	537	15.60%	665	15.6%	334	14.1%		
1960 - 1969	979	20.6%	725	21.00%	892	20.9%	632	26.6%		
1950 - 1959	703	14.8%	570	16.50%	630	14.7%	423	17.8%		
1949 or earlier	773	16.3%	584	16.90%	761	17.8%	340	14.3%		
Total	4,751		3,447		4,273		2,372			
Renter Occupied										
1979 - March 1980	2,716		566		919	39.2%	370	33.4%		
1975 - 1978	1,474		424		900	38.4%	369	33.3%		
1970 - 1974	499		195		307	13.1%	235	21.2%		
1960 - 1969	377		142		116	4.9%	79	7.1%		
1959 or earlier	181		100		102	4.4%	55	4.9%		
Total	5,247		1,427		2,344		1,108			
% of All Householders Living in Their Housing Unit 10 Years or More										
									49.2%	
FUELS FOR HEATING										
Utility Gas	9,998		4,874		6,617		3,480			
Electricity	8,135	81.4%	3,876	79.50%	5,179	78.3%	2,796	80.4%		73.5%
Fuel, Oil, Kerosene	131	1.3%	63	1.30%	129	1.9%	251	7.2%		9.6%
Other	1,464	14.6%	882	18.10%	1,224	18.5%	393	11.3%		14.5%
	268	2.7%	53	1.10%	85	1.3%	40	1.2%		1.5%
HOUSING CHARACTERISTICS										
MISCELLANEOUS										
Central Heating Present		89.4%		95.10%		94.7%		88.3%		90.6%
Some Air Conditioning		29.8%		66.60%		55.6%		43.9%		56.2%
Complete Kitchen										
Facilities		97.3%		98.40%		97.2%		98.1%		98.2%
Telephone		79.9%		97.10%		85.6%		94.7%		91.3%
Median Value to Specified Owner- Occupied Home	\$16,000		\$34,200		\$24,300		\$21,900			
Median Contract Rent Paid for Rented Housing Units	\$136		\$151		\$144		\$107			

POPULATION CHARACTERISTICS	Eastside Community Investments		Irvington		Linwood		Southeast Pride		NPA Comparison	
	#	%	#	%	#	%	#	%	#	%
<hr/>										
Specified Owner- Occupied Housing Units Without A Mortgage		46.0%		42.20%		42.8%		36.9%		34.2%
<hr/>										
VEHICLES AVAILABLE										
None	2,482	24.8%	585	12.00%	978	14.8%	606	17.4%		17.9%
1	4,587	45.9%	2,176	44.70%	3,048	46.1%	1,358	39.0%		40.6%
2	2,131	21.3%	1,573	32.30%	1,972	29.8%	918	26.4%		30.2%
3 or more	798	7.9%	540	11.10%	619	9.4%	598	17.2%		11.3%
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Total	9,998		4,874		6,617		3,480			

POPULATION

CENSUS TRACT	TOTAL	WHITE	BLACK	SPANISH ORIGIN
Marion County	765,233	601,092	155,310	6,818
Warren Township	89,208	80,936	7,327	729
Tract 3607	2,252	2,060	183	20
Tract 3610	2,548	2,541	0	7
Tract 3611	3,807	3,743	7	40
Tract 3612	4,042	3,904	106	37
Tract 3613 (300 Block Grp.)	1,168	1,155	7	0
Irvington Neighborhood	13,817	13,403	303	104

HOUSING OCCUPIED

CENSUS TRACT	TOTAL	OWNER	RENTER	TOTAL HOUSING/% VACANT
Marion County	285,092	168,539	116,553	309,393/7.9%
Warren Township	32,701	21,867	10,834	34,382/4.9%
Tract 3607	951	749	202	989/3.8%
Tract 3610	1,027	908	119	1,037/1.0%
Tract 3611	1,727	881	846	1,831/5.7%
Tract 3612	1,480	1,110	370	1,550/4.5%
Tract 3613 (300 Block Grp.)	443	386	54	446/.7%
Irvington Neighborhood	5,628	4,034	1,591	5,853/3.8%

*Percentages computed from
Occupied Housing Totals

AGE

CENSUS TRACT	MEDIAN	0-18	19-64	65+
Marion County	33.20	230,054	455,881	79,298
Warren Township	32.40	26,916	52,896	9,396
Tract 3607	41.10	482	1,283	482
Tract 3610	38.00	586	1,391	571
Tract 3611	31.80	955	2,216	636
Tract 3612	29.30	1,241	2,256	545
Tract 3613 (300 Block Grp.)	35.20	314	706	138
Irvington Neighborhood	35.10	3,578	7,852	2,372

SEX

CENSUS TRACT	MALE	FEMALE	% MALE	% FEMALE
Marion County	364,199	401,034	48.00%	52.40%
Warren Township	42,194	47,014	47.30%	52.70%
Tract 3607	1,035	1,217	46.00%	54.00%
Tract 3610	1,158	1,390	45.50%	54.50%
Tract 3611	1,706	2,101	44.80%	55.20%
Tract 3612	1,886	2,156	46.70%	53.30%
Irvington Neighborhood	5,785	6,864	45.70%	54.30%

CENSUS TRACT	INCOME WHITE	INCOME BLACK	HOUSEHOLD INCOME
Marion County	\$25,021	\$17,710	\$20,445
Warren Township	\$24,482	\$16,651	\$21,167
Tract 3607	\$21,850	\$8,727	\$20,078
Tract 3610	NA	NA	\$24,672
Tract 3611	\$23,573	NA	\$16,897
Tract 3612	\$20,275	NA	\$17,729
Irvington Neighborhood	NA	NA	\$19,844

N/A = Not Available

APPENDIX C

Irvington land use statistics

IRVINGTON LAND USE

SQUARE ACREAGE BY CATEGORY - 1970

CATEGORY KEY:

SFR = Single-Family Residential	HI = Heavy Industrial
TFR = Two-Family Residential	PK = Parks
MFR = Multi-Family Residential	P/SP = Public/Semi-Public
O/RC = Office/Retail Commercial	PKG = Parking
ARC = Auto-Related Commercial	VAC = Vacant Land
LI = Light Industrial	TP = Trailer Park
ST = Storage	

AREA	SFR	TFR	MFR	O/RC	ARC	LI	HI	PK	P/SP	PKG	VAC	TP	ST
10th St. South to Washington St.	368.3	29.3	8.0	10.0	4.5	.15	0.0	138.6	15.6	3.8	18.6		
Washington St. South to Abandoned Railroad	59.9	16.1	9.2	16.7	4.0	2.3	0.0	0.0	8.6	16.0	29.2		
Abandoned Railroad South to the B & O Railroad	177.3	15.8	3.3	1.0	0.0	24.5	0.0	0.4	6.7	1.0	69.65		
The B & O Railroad South to Brook- ville Road	55.2	4.3	0.7	4.5	4.3	22.5	0.0	0.0	10.0	1.2	25.0		
Totals	660.7	65.5	21.2	32.2	12.8	49.45	0.0	139.0	40.9	22.0	142.45		
Percentage of Total	55.7%	5.5%	1.8%	2.7%	1.1%	4.2%	0.0%	11.7%	3.5%	1.9%	12.0%		
<u>TOTAL AREA</u>	<u>1186.2 Acres</u>												

IRVINGTON LAND USE CHANGE

SQUARE ACREAGE BY CATEGORY 1970-1985

AREA	SFR	TFR	MFR	O/RC	ARC	LI	HI	PK	P/SP	PKG	VAC	TP	ST
10th St. South to Washington St.	+12.6	-7.8	-3.7	-2.4	-2.3	0.0	0.0	+14.1	-0.3	-0.9	-11.9	0.0	0.0
Washington St. South to Abandoned Railroad	+5.5	-5.2	-2.2	+1.1	+0.8	-2.3	0.0	0.0	+3.9	-0.6	-1.4	0.0	0.0
Abandoned Railroad South to the B & O Railroad	+6.8	-15.0	-1.1	+2.1	0.0	+9.4	+27.3	0.0	+3.5	-0.1	-54.35	0.0	0.0
The B & O Railroad South to Brook- ville Road	+9.6	-0.8	-0.4	+3.5	-1.4	+6.2	0.0	0.0	+3.0	+0.9	-11.4	+12.0	+1.6
Totals (Change in acres)	+34.5	-28.8	-7.4	+4.3	-2.9	+13.3	+27.3	+14.1	+10.1	-0.7	-79.05	+12.0	+1.6
Change in Percentage of Total Figure 1970-1985	+3.0%	-2.4%	-0.6%	+0.4%	-0.3%	+1.0%	+2.3%	+1.2%	+0.8%	-0.1%	-6.6%	+1.0%	+0.1%

IRVINGTON LAND USE

SQUARE ACREAGE BY CATEGORY - 1985

AREA	SFR	TFR	MFR	O/RC	ARC	LI	HI	PK	P/SP	PKG	VAC	TP	ST
10th St. South to Washington St.	380.9	21.5	4.3	7.6	2.2	0.15	0.0	152.7	15.3	2.9	6.7	0.0	0.0
Washington St. South to Abandoned Railroad	65.4	10.9	7.0	17.8	4.8	0.0	0.0	0.0	12.5	15.4	27.8	0.0	0.0
Abandoned Railroad South to the B & O Railroad	184.1	0.8	2.2	3.1	0.0	33.9	27.3	0.4	10.2	0.9	15.3	0.0	0.0
The B & O Railroad South to Brook- ville Road	64.8	3.5	0.3	8.0	2.9	28.7	0.0	0.0	13.0	2.1	13.6	12.0	1.6
Totals	695.2	36.7	13.8	36.5	9.9	61.75	27.3	153.1	51.0	21.3	63.4	12.0	1.6
Percentage of Total	58.7%	3.1%	1.2%	3.1%	0.8%	5.2%	2.3%	12.9%	4.3%	1.8%	5.4%	1.0%	0.1%
<u>TOTAL AREA</u>	<u>1183.55 Acres</u> (Error Difference of 2.75 Acres)												

APPENDIX D

Building Conditions

IRVINGTON NEIGHBORHOOD PLAN
BUILDING CONDITIONS SURVEY

Approximate total number of buildings in:

Subarea One	-	1,146
Subarea Two	-	624
Subarea Three	-	1,739
Subarea Four	-	616
Subarea Five	-	606
Neighborhood Total	-	4,731 Buildings

Building Condition Category Breakdown by Subarea:

<u>Subarea One</u>	<u>Number of Buildings</u>	<u>Percentage of Total</u>
Sound	1,072	93.5%
Minor Deterioration	73	6.4%
Major Deterioration	1	0.1%
Sub-Standard	0	0.0%

<u>Subarea Two</u>	<u>Number of Buildings</u>	<u>Percentage of Total</u>
Sound	591	94.7%
Minor Deterioration	30	4.8%
Major Deterioration	3	0.5%
Sub-Standard	0	0.0%

<u>Subarea Three</u>	<u>Number of Buildings</u>	<u>Percentage of Total</u>
Sound	1,483	85.3%
Minor Deterioration	248	14.2%
Major Deterioration	8	0.5%
Sub-Standard	0	0.0%

<u>*Subarea Four</u>	<u>Number of Buildings</u>	<u>Percentage of Total</u>
Sound	519	84.3%
Minor Deterioration	93	15.1%
Major Deterioration	4	0.7%
Sub-Standard	0	0.0%

*(Does not include industrial area between Kenmore and Kitley Roads)

<u>*Subarea Five</u>	<u>Number of Buildings</u>	<u>Percentage of Total</u>
Sound	479	79.0%
Minor Deterioration	111	18.3%
Major Deterioration	14	2.3%
Sub-Standard	2	0.3%

*(Does not include Trailer park)

<u>NEIGHBORHOOD TOTALS</u>	<u>Number of Buildings</u>	<u>Percentage of Total</u>
Sound	4,144	87.6%
Minor Deterioration	555	11.7%
Major Deterioration	30	0.6%
Sub-Standard	2	0.04%
	4,731	99.9%*
		(Due to rounding)

APPENDIX E

Thoroughfare Plan-Traffic Counts

THOROUGHFARE PLAN

Traffic Counts - Irvington Neighborhood Plan

<u>10th Street</u>	<u>Count for 1982</u>	<u>Count for 1983</u>
From Emerson Avenue to Ritter Avenue	15,368	15,204
From Ritter Avenue to Arlington Avenue	17,557	16,502
From Arlington Avenue to Shadeland Avenue	16,647	12,560
<u>Michigan Street</u>	<u>Count for 1981</u>	<u>Count for 1983</u>
From Rural Street to LaSalle Avenue	12,302	13,181
From LaSalle Avenue to Sherman Drive	11,018	10,212
From Sherman Drive to Emerson Avenue	7,556	7,226
<u>Pleasant Run Parkway North Drive</u>	<u>Count for 1981</u>	<u>Count for 1983</u>
From Emerson Avenue to Michigan Street	5,163	5,087
From Michigan Street to Ritter Avenue	9,234	7,489
From Ritter Avenue to Arlington Avenue	6,552	5,219
<u>New York Street</u>	<u>Count for 1981</u>	<u>Count for 1983</u>
From State Avenue to Rural Street	12,698	12,445
From Rural Street to LaSalle Avenue	11,197	11,694
From LaSalle Avenue to Sherman Drive	10,703	8,997
From Sherman to Emerson Avenue	8,542	7,752
<u>East Washington Street</u>	<u>Count for 1980</u>	<u>Count for 1982</u>
From Sherman Drive to Emerson Avenue	18,612	18,182
From Emerson Avenue to Ritter Avenue	23,139	22,622
From Ritter Avenue to Shadeland Avenue	24,053	24,218
From Arlington Avenue to Shadeland Avenue	27,225	29,389
<u>English Avenue</u>	<u>Count for 1980</u>	<u>Count for 1983</u>
From Rural Street to Sherman Drive	14,028	15,102
From Sherman Drive to Emerson Drive	9,928	10,168
From Emerson Avenue to Brookville Road	10,804	10,326
From Arlington Avenue to Kitley Avenue	3,785	4,491
From Kitley Avenue to Shadeland Avenue	6,247	6,990

Page 2
 Thoroughfare Plan
 Traffic Counts - Irvington Neighborhood Plan

<u>Brookville Road</u>	<u>Count for 1980</u>	<u>Count for 1983</u>
From English Avenue to Arlington Avenue	13,064	15,863
From Arlington Avenue to Shadeland Avenue	10,455	11,875

<u>Ritter Avenue</u>	<u>Count for 1982</u>	<u>Count for 1984</u>
From Brookville Road to Washington Street	3,263	3,547
From Washington Street to Pleasant Run Dr.	5,429	5,038
From Pleasant Run Drive to 10th Street	6,521	6,454

<u>Arlington Avenue</u>	<u>Count for 1982</u>	<u>Count for 1984</u>
From Raymond Street to Minnesota Street	8,323	NA
From Minnesota Street to Brookville Road	9,826	6,635
From Brookville Road to English Avenue	13,117	11,548
From English Avenue to Washington Street	11,035	9,954
From Washington St. to Pleasant Run N. Dr.	14,399	15,531
From Pleasant Run N. Dr. to 10th Street	16,089	16,948

<u>Emerson Avenue</u>	<u>Count for 1982</u>	<u>Count for 1984</u>
From English Avenue to Brookville Road	8,959	9,001
From Brookville Road to Washington Street	10,799	12,721
From Washington Street to New York Street	12,184	14,434
From New York Street to Michigan Street	10,416	12,596
From Michigan Street to 10th Street	12,879	13,137

APPENDIX F

Rezoning in Irvington 1969-1985

Irvington Neighborhood Plan

Zoning Changes

July 1977 - Present

<u>Present</u>	<u>Past</u>	<u>Number</u>	<u>Description</u>
1. C3	I4U	78-Z-178	5450 - 5500 Brookville Road, north to Greenfield Avenue
2.	C7		SW Corner of Audubon Road & B & O Railroad tracks for 5 lots running west
3. SU9	D5	78-Z-2	3rd and 4th lot on University Avenue, east of Irvington Circle, southside of the street
4.	CS		SE corner of Ritter Avenue and former Conrail Railroad, 3 lots east, 2 south
5. C1	D6	85-Z-78	SE corner of Julian Avenue and Audubon Road, 1 large lot south to Hibben Avenue
6. C3	D5	80-Z-40	NE corner of Washington Street and Pleasant Run Parkway, 2 lots running east
7. C3	D5	83-Z-197	SE corner of Washington Street and Pleasant Run Parkway, 1st lot
8. C4	D5	84-Z-144	Same as #7.
9. I2S	C4/D5 (NE=D5) (NW=C4)	85-Z-94	NE & NW corner of Kenyon Street and former Conrail Railroad, NW side 1/3 of a lot, NE side 1 1/2 lot
10. I3U	I2S	83-7-229	6300-6350 English Avenue, directly south to B & O Railroad tracks
11. C3	D5	80-Z-119	2nd, 3rd, & 4th lot of 6000 Brookville Road, NW side of road
12.	C5		Brookville Road, 5900-5950, 2 lots north side of street
13. C3	I3U	84-Z-80	Intersection of Brookville & Kitley Roads, NW corner, 1 1/2 lots running west

Before 1977

1.		C3	70-Z-125	Intersection of Spencer Avenue and Washington Street at 5150 Washington Street, 1-3 lots on Spencer Avenue, west side
2.		D5	69-Z-124	NE corner of Julian Avenue and Auburn Road, 5th - 9th lots on Julian Avenue, north side of street, goes 3 lots deep
3.	CS	D5	72-Z-243	SE corner of Ritter Avenue and the former Conrail Railroad, 2 lots south, 3 lots east
4.	C7	D5	74-Z-1	SW corner of Audubon Road & the B & O Railroad for 5 lots west
5.	C7	D5	70-Z-202	5500 Brookville Road, for 3 lots from Alley, north side of the street
6.	C1	D5	73-Z-125	SW corner of Greenfield Avenue & Audubon Road, 2nd lot on Audubon Road south
7.		D5	76-Z-81	5850-5900 Brookville Road, 2 lots, north side of street
8.	C7	D5	73-Z-158	6033 English Avenue, south side of street, 1st lot past Webster Avenue

APPENDIX G

Variances in Irvington 1970-1985

IRVINGTON AREA VARIANCES
1970 - 1977

<u>Zoning</u>	<u>Variance</u>	<u>Description</u>
1. D8	70-V1-59	5100 Washington Street, 1st lot
2. D8	74-UV2-143	5100 Washington Street, 1st lot after Spencer Avenue
3. D8	70-V3-96	5100 Washington Street, 2nd lot after Spencer Avenue
4. C3	71-UV1-185	East corner of South Hawthorne Lane and Washington Street, 2 lots east, 1 north
5. C4	71-UV2-177	Northeast corner of Washington Street and Hawthorne Lane, corner lot
6. D5	71-UV3-53	Northeast corner of Irvington Avenue and Washington Street, 3rd lot, right side
7. D5	71-V2-38	Southeast corner of Irvington Avenue and Washington Street to east of 2nd lot on Irvington Avenue
8. D5	72-UV2-56	Ritter Avenue, 2nd lot north past Julian Avenue
9. C1	71-UV3-23	Northwest corner, block of Hibben and B & O Railroad
10. C4	74-UV1-166	5600 Washington, 2nd lot and connecting lot to Layman, north side of street
11. C4	76-V2-117	Northwest corner of Washington Street and Arlington Avenue, 3 blocks corner to west 3 lots east
12. D5/C4	76-V2-118	Southeast corner Washington Street southeast and Arlington Avenue 4 lots south over to alley east
13. D5	76-UV2-2	West corner of Webster Avenue and Washington Street, 2nd lot to south
*14.		East corner of Webster Avenue and Washington Street; 3rd, 4th, 5th lots running south
15. D5	70-V2-30	6200 Washington Street, 2 lots
16. C3	76-UV3-56	Northwest corner of Butler Avenue and Brookville Road, corner lot
17. D5	72-UV1-83	Northwest corner of Brookville Road and Whitter Place 2 lots past alley 4 lots up to Greenfield Avenue
18. D5	69-V2-242	4 different areas divided by streets and alleys, 12 lots total, north of Greenfield Avenue and east and west of Whitter Place
19. D5	75-UV3-49	West corner lot of Catherwood Avenue and English Avenue
20. D4	76-V1-44	Southwest corner of Layman Avenue and St. Joseph Street, 3rd lot on west side
21. D8	77-UV1-5	5100 West Washington Street, 1st and 2nd lot running east
22. D8	72-UV1-157	Northeast corner of Washington Street and Hawthorne Lane, 1st and 2nd lot east
23. C4	73-UV1-25	5600 Washington Street, 2nd lot north side of street past Layman Avenue
24. D5	76-UV3-10	Corner lot Downey Avenue and Hibben Street, northeast corner, large lot

Irvington Area Variances
1970-1977 (continued)
Page 2

<u>Zoning</u>	<u>Variance</u>	<u>Description</u>
*25. DR	75-UV3-111	Ritter Avenue, 4th lot past Julian Avenue, east side of street
26. C4	77-UV2-7	Southwest corner lot Washington Street and Arlington Avenue
27. 13U	77-U2-90	Corners of Ritter Avenue and Greenfield Avenue northwest, one lot northeast, 3 lots running north
28. D5	77-UV1-21	Southwest corner of Audubon Road and Greenfield Avenue; 6th, 7th and 8th lot running west
29. D5	76-UV2-58	Northwest corner of Audubon Road and Greenfield Avenue, 5th lot running west
30. D5	72-UV2-9	5600 Brookville Road; 6th, 7th, 8th and 9th lots after Ritter Avenue
31. D5	75-UV3-43	
31. D5	74-UV3-168	Northwest corner of Brookville Road and Arlington Avenue; 4th and 5th lot west
32. D5	76-UV1-129	Northwest corner lot of Brookville Road and Arlington Avenue
33. C4	74-UV3-10	Northwest corner of Webster Avenue and Brookville Road, 2nd and 3rd lot north
34. D5	74-UV1-125	Southeast corner lot of B & O Railroad and Webster Avenue
35. D5	74-UV1-24	Northwest corner of Brookville Road and Arlington Avenue, 2nd and 3rd lot west
36. 13U	76-UV2-87	800 Kitley Road, west side of street, large lot
37. 12S	77-U2-74	Northwest corner of Kitley Road and English Avenue, 3rd lot, west side
38. D5	75-UV2-129	East corner of Kenyon Street and Conrail Railroad, 1st and 2nd lot east
39. C4/D5	76-UV2-36	Corner of Conrail Railroad and Kenyon Street, one corner lot west side, 2 on east side
40. D5	72-UV3-156	Southeast corner of Kitley Road and Washington Street, 2nd block south
41. D5	73-UV1-38	Southeast corner of Kenyon Street and Washington Street; 1st, 2nd and 3rd lot south
42. D5	72-UV3-16	Northwest corner of Kenyon Street and Washington Street, 1st and 2nd lot west
43. D5	71-V2-36	Northeast corner of Washington Street and Pleasant Run Parkway, 2 lots east, 2 lots north

IRVINGTON AREA VARIANCES
1978 - 1981

<u>Zoning</u>	<u>Variance</u>	<u>Description</u>
44. D5	80-UV1-136	5100 10th Street, southside corner lot
45. D4	81-V2-102	930 Campbell Avenue, 1st lot around Circle from south, westside of street
46. D5	79-V2-102	5210 9th Street, Vertical to Leland Avenue
47. D5	81-V3-82	Northeast corner, block of Maple Lane and Emerson Avenue
48. D5	80-V1-43	Northeast corner of Michigan Street and Ritter Avenue, 4th block north side
49. D5	80-V1-127	Southeast corner of Pleasant Run Parkway and Lowell Avenue, 3rd block south
50. D5	81-UV1-14	Northwest corner of Washington Street and Ritter Avenue, 3rd lot to the north
51. D5	81-UV1-13	Northeast corner of Washington Street and Ritter Avenue, 3rd lot after the alley to the north
52. C4	78-V1-36	Northeast corner of Washington Street and Arlington Avenue, 1st and 2nd lot east and north
53. D6	78-UV1-46	Northeast corner of Hibben Avenue and Audubon Road, corner lot excluding small square
54. D5	81-V1-47	West corner lot of B & O Railroad and Spencer Avenue
55. D5	81-UV1-130	Northwest corner of Brookville Road and Whitter Place, total of 6 lots, 4 other side of alley
56. D5	79-UV2-44	Northwest corner lot Audubon Road and Rawls Avenue
57. D5	79-V1-70	West corner and 2nd lot of English Avenue and Webster Avenue
58. D5	79-UV3-56	West corner of Good Avenue and Rawls Avenue, 3rd lot west
59. D5/C4	78-UV3-29	Northwest corner of Conrail tracks and Kitley Road, 1st, 2nd and 3rd lots west, southwest corner of Wahington Street and Kitley Road, 1st and 2nd lot west
60. C4	79-V2-74	6300 Julian Avenue, west to Ridgeview Drive, north all but a lot
61. D5	80-UV3-45	Southeast corner lot of Washington Street and Kitley Road
62. D5	81-UV3-30	Northeast corner lot of Washington Street and Kitley Road
63. D5	80-UV1-89	Southeast corner of Washington Street and Kitley Road, 5th lot east, including lot behind it
64. D5	79-UV3-35	Northwest corner of Washington Street and Edmondson Avenue, 2nd block to west
65. D5	78-UV2-72	Intersection of Brookville Road and Ritter Avenue, 7-10 lots east on Brookville Road

Irvington Area Variances
1978-1981 (continued)
Page 2

66. D5	79-UV2-4	5th and 6th lots past 5900 Brookville Road on the north side
67. D5	78-UV3-86	7th, 8th, and 9th lots past 5900 Brookville Road on the north side
68. D5	81-UV1-123	6150 Brookville Road, north side
69. D5	80-UV2-102	Southeast corner of B and O Railroad and Webster Avenue, 1-9 lots south

IRVINGTON AREA VARIANCES
1982 - Present

<u>Zoning</u>	<u>Variance</u>	<u>Description</u>
70. D4	85-HOV-80	Northeast corner Arlington Avenue and St. Joseph Street, 4th lot running east
71. D4	85-HOV-138	Southwest corner Sheridan Avenue and St. Joseph Street, 3rd lot running West
72. D4	84-HOV-87	Southeast corner of Saint Clair Street and Graham Avenue, 3rd lot south
73. D5	82-UV1-89	West corner lot of Michigan Street and Leseley Avenue
74. D5	81-UV2-122	Northwest corner of Ritter Avenue and Lowell Avenue, 8th lot north
75. D5	82-UV3-24	Northwest corner of Ritter Avenue and Lowell Avenue, 7th lot north
76. D5	82-V1-93	Southeast corner of Bolton Avenue and Michigan Street, back halves of 1st and 2nd lots near the alley
77. D5	85-HOV-90	Southwest corner of Market Street and Hawthorne Lane, 2nd lot south
78. D8	85-V1-30	Northwest corner of Washington Street and Hawthorne Lane, 2nd lot west
79. C4	82-UV2-107	5400 Washington Street, 1st and 2nd lot after Irvington Avenue
80. D5	84-UV2-88	Northwest corner of Washington Street and Ritter Avenue, 3rd lot north
81. D5	81-UV1-14	Northeast corner of Washington Street and Ritter Avenue, 3rd lot past the alley
82. C4	82-V2-51 81-UV2-119	Northwest corner of Arlington Avenue and Washington Street, 1st and 2nd lot west
83. D8	85-UV3-7	5100 Washington Street, 1st and 2nd lot south side of the street
84. C3	82-UV1-113	5230 block of Washington Street, 4th lot, south side of street
85. D8	84-UV2-93	East corner of Washington Street and Downey Avenue, 2nd lot east
86. D5	82-U2-50	Northwest corner of Conrail tracks and Downey Avenue, 3rd lot on west side
87. D5	85-HOV-122	Southeast corner lot of Ritter Avenue and Julian Avenue
88. C4/D5	84-V3-116	5831 Washington Street, 3rd lot southside of street, including small square
89. C4	?	6000 Washington Street, 1st and 2nd lot, southside of street, front half
90. D5	84-UV1-122	6200 Washington Street, 1st and 2nd lot south on south side
91. D5	84-UV3-11	Northeast corner of Dewey Avenue and Arlington Avenue, 4th lot north
92. D5	85-UV3-59	5100 Brookville Road, 1st and 1/2 on 2nd lot north, on northside of street

Irvington Area Variances
 1982 - Present (continued)
 Page 2

<u>Zoning</u>	<u>Variance</u>	<u>Description</u>
93. C3	84-UV3-84	Northwest corner of Spencer Avenue and Brookville Road, 3rd lot north
94. C4	82-UV1-14	Large northwest corner lot of Conrail tracks on Kenyon Steet, 1/3 area
95. D5	83-UV2-65	
	83-UV3-14	Southeast corner Washington Street and Kitley Road, 5th lot east and rear lot
96. D5	85-UV2-112	6th, 7th, 8th, and 9th lots of Brookville Road, past Ritter (including rear lot)
97. D5	85-HOV-104	1st lot west around Good Avenue Circle (5800 block)
98. C3	82-V3-152	7th, 8th, and 9th lots on Brookville Road, past Good Avenue
99. 13U	84-UV3-105	6300 Brookville Road, very large lot
100. 13U	83-UV1-133	6400 Brookville Road, very large lot
101. ?	84-HOV-124	Northeast corner of Arlington Avenue and Lowell Avenue, back part of corner and 2nd lot

APPENDIX H

Irvington Neighborhood Survey Summary Highlights

Household Annual Income -
a. Under \$10,000 8.8%

Biggest Problems with Shopping on E. Washington Street -

Are the Facilities at Ellenberger Park Adequate to Meet You
or Your Families Needs -
a. Yes 88.0%
b. No 12.0%

Are the Facilities at Pleasant Run Golf Course Adequate to
Meet You or Your Families Needs -
a. Yes 87.5%
b. No 12.5%

Are the Facilities at Christian Park Adequate to Meet You
or Your Families Needs -
a. Yes 80.5%
b. No 19.5%

Highest Responses for Individual Questions -

Question 29 - Within the Irvington Neighborhood is There a Need For

Traffic Lights (location)	(Total Responses - 93)	
Location	# of Responses	% of Total
1. Washington & Sheridan	9	9.6
2. K-Mart Area	7	7.5
3. Pleasant Run Parkway & E. 10th	6	6.4

Stop Signs (location)	(Total Responses - 49)	
Location	# of Responses	% of Total
1. East on University of Burgess	3	6.1
2. Beechwood and Audubon	3	6.1
3. Pleasant Run Parkway & 10th	2	4.1

Cross Walks (location)	(Total Responses - 37)	
Location	# of Responses	% of Total
1. East Washington Street	4	10.8
1. Arlington & Julian	3	8.1
3. Washington & Ritter	2	5.4

Sidewalks (location)	(Total Responses - 231)	
Location	# of Responses	% of Total
1. Julian from Arlington to		

Question 31 - Are There Particular Areas in The Irvington
Neighborhood that You Would Describe as Unsafe?
(Total Responses 497)

Location	# of Responses	% of Total
1. Ritter & Washington	116	23.3
2. Plasma Center	83	16.7
3. Washington Street	68	13.7
4. Sheridan & Washington Area	39	7.8
5. Pool Hall	28	5.6

Question 32 - Who is Responsible for the Majority of the Crime
in the Neighborhood?
(Total Responses - 619)

*

	# of Responses	% of Total
1. Teens, juveniles, kids, adolescents	263	42.8
2. Non-residents/Transients	89	14.4
3. Plasma Alliance Patrons	64	10.3
4. Don't Know	34	5.5
5. Renters	16	2.5

Question 36 - Improvements Need For:

Ellenberger Park (Total Responses - 141)

	# of Responses	% of Total
1. Restrooms	23	16.3
2. Play Equipment	21	14.9
3. Basketball Court	14	9.9

Pleasant Run Golf Course (Total Responses - 65)

	# of Responses	% of Total
1. Don't Play/Use	40	61.5
2. Better Maintenance/Poor Condition	6	9.2
3. Too Crowded	4	6.1

Chrisian Park (Total Responses - 81)

	# of Responses	% of Total
1. Too Far/Never Been There	23	28.4
2. Pool	15	18.5
3. Bathrooms	11	13.6

APPENDIX I

School (IPS) Information

INDIANAPOLIS PUBLIC SCHOOLS
UTILIZATION PLAN 1986

OUTLINE OF MAJOR CHANGES

High School Facilities
Converted to Junior High Schools

John Marshall High School
Crispus Attucks High School

Junior High Facilities
Converted to Elementary Schools

Clarence Farrington School 61
George Buck School 94
T.C. Steele School 98
Albert Walsman School 111

Elementary Facility to Reopen

Rousseau McClellan School 91 as a Montessori Center

Elementary Facilities to be Given New Mission

School 55 as a Regular Elementary School

ELEMENTARY SCHOOLS CHANGING JUNIOR HIGH FEEDER DISTRICTS

<u>Elementary Feeder School</u>	<u>Current Junior High Assignment</u>	<u>1986-87 Junior High Assignment</u>
Schools 31 and 35	School 72	School 47
Schools 49 and 87	School 47	Crispus Attucks
School 56	School 72	School 28
School 61	Not Assigned	School 108
School 64	School 28	Shortridge
School 78	School 111	Forest Manor
School 82	School 111	School 28
Schools 94 and 98	Not Assigned	Marshall
School 111	Not Assigned	School 72
School 114	School 111	School 72

Effective 9/86

HIGH SCHOOL FEEDER PATTERNS

<u>HIGH SCHOOL</u>	<u>JUNIOR HIGH</u>	<u>ELEMENTARY</u>
AHS	JMJHS	11*,83*,92*,93*,94*,98*,102 103,105,113
	FMS	78*
ATHS	28*	21*,39*,48*,56*
	72*	112*
	101*	54*,14,15,26,37,74,110
	FMS*	57*,58*,68,69*,81*,88*,99*
	JMJHS*	83*,92*,93*
	SJHS*	19*,64*
BRHS	28*	39*,82*
	59	55,70,84,86,91
	108	79*,107*
	SJHS	18,19*,20*,43*,60*,64*
EMHS	28*	21*,39*,48*,56*
	47*	2*,27*,31,35*,46*
	72*	34*,45,65,112*,114*
	SJHS*	19*
GWHS	47*	2*,27*,35*,46*
	CAJHS*	42*,44*,49*,50,67*,87*,90*
	SJHS*	19*,20*,43*,60*

*Schools feeding into more than 1 school.

Effective 9/86

HIGH SCHOOL FEEDER PATTERNS (Continued)

<u>HIGH SCHOOL</u>	<u>JUNIOR HIGH</u>	<u>ELEMENTARY</u>
NHS	108*	61,79*,96,107*,109
	CAJHS*	42*,44*,49*,67*,87*,90*
	SJHS*	19*,43*
TCHHS	28*	21*,82*
	72*	111,112*,114*
	101*	54*
	JMJHS*	11*,94*,98*,102*
FMS		
	FMS*	57*,58*,69*,78*, 85,88*,89*,99*

*Schools feeding into more than 1 school.

Effective 9/86

JUNIOR HIGH SCHOOL FEEDER PATTERNS*

<u>JUNIOR HIGH</u>	<u>ELEMENTARY SCHOOL</u>
28	21, 39, 48, 56, 82
47	2, 27, 31, 35, 46
59	70, 84, 86, 55
72	34, 45, 65, 111, 112, 114
101	14, 15, 26, 37, 54, 74, 110
108	61, 79, 96, 107, 109
CAJHS	42, 44, 49, 50, 67, 87, 90
FMS	57, 58, 68, 69, 78, 81, 85, 88, 89, 99
JMJHS	11, 83, 92, 93, 94, 98, 102, 103, 105, 106, 113
SJHS	18, 19, 20, 43, 60, 64

*All students from an elementary school are assigned to the same junior high school unless the student is under a special transfer or elects to be in a special curricular program.

Effective 9/86

THOMAS CARR HOWE HIGH SCHOOL
4900 Julian Avenue

Effective September 1986

Area A

Beginning at the intersection of Gladstone Avenue and East 12th Street, east on 12th Street to Emerson Avenue; south on Emerson to 10th Street; east on 10th to Pleasant Run Parkway, South Drive; south along Pleasant Run to Perry Drive; south and east along Perry Drive, neither side included, to Lowell Street; east on Lowell Street to Edmondson Avenue; north on Edmondson to Michigan Street; east along Michigan Street extended to approximately 300 feet east of Edmondson Avenue; south approximately 1000 feet; west to Edmondson Avenue; south on Edmondson Avenue to Julian Avenue; west on Julian Avenue to Kitley Avenue; south on Kitley Avenue to English Avenue; west on English to Webster Avenue; south on Webster to Brookville Road; northwest on Brookville Road to Arlington Avenue; south on Arlington to Prospect Street extended; west along Prospect extended and Prospect to Emerson Avenue; south on Emerson to Bethel Avenue; north and west along Bethel Avenue, neither side included, and the common boundary of Indianapolis and Beech Grove to Sherman Drive; south on Sherman to Southern Avenue; west on Southern to Perkins Avenue; north on Perkins to the Conrail Railroad; northwest along the railroad to the I. U. (Belt) Railroad; northeast along the railroad to Prospect Street; east on Prospect to Sherman Drive; north on Sherman to Washington Street; west on Washington to the Conrail Railroad; north along the railroad to Michigan Street; east on Michigan to Gladstone Avenue; north on Gladstone to 12th Street, the point of beginning.

Area B

Beginning at the intersection of Sutherland Avenue and East 38th Street, east on 38th to Sherman Drive; south on Sherman to East 34th Street; east on 34th to Forest Manor Drive; south on Forest Manor to 30th Street; west on 30th to Keystone Avenue; north on Keystone to 34th Street; west on 34th to Schofield Avenue; north on Schofield to Trumbull Street; northwest on Trumbull to Sutherland Avenue; north on Sutherland to 38th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

BOUNDARY FOR FOREST MANOR JUNIOR HIGH SCHOOL
4501 East 32nd Street

Effective - September 1986

Area A

Beginning at the intersection of North Rural Street and Interstate 70, east along the interstate to the Penn Central Railroad; north along the Penn Central Railroad to Emerson Avenue; north on Emerson to 32nd Street; east and southeast on 32nd to the Penn Central Railroad; northeast along the railroad to Arlington Avenue; south on Arlington to the Penn Central Railroad; east along the railroad to Kitley Road; south on Kitley to English Avenue; west on English to Webster Avenue; south on Webster to Brookville Road; north and west on Brookville to Emerson Avenue; north on Emerson to the Conrail tracks; west along the railroad to south Sherman Drive; north on Sherman to east Washington Street; west on Washington to the I.U. (Belt) Railroad; north and east along the Belt Railroad to 10th Street; west on 10th to Tuxedo Street; north on Tuxedo and Tuxedo extended to Pogues Run, west and south along Pogues Run to North Rural Street; north on Rural to Interstate 70, the point of beginning.

Area B

Beginning at the intersection of East 38th Street and Fall Creek; north and east along the Fall Creek to North Keystone Avenue; north on Keystone to East 46th Street; east on 46th street to Allisonville Road; north and east on Allisonville to East 47th Street; east on 47th Street to Miami Drive; south on Miami Drive to East 46th Street; east on 46th Street to Millersville Road; south and west on Millersville Road to Eastern Avenue; south on Eastern to East 39th Street; east on 39th Street to North Rural Street; south on Rural to East 38th Street; east on 38th Street to Arthington Boulevard; south on Arthington to 30th Street; west on 30th to Adams Street; north on Adams to East 34th Street; west on 34th to Caroline; north on Caroline to East 38th Street; west on 38th Street to Fall Creek, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

CHART 6

FOREST MANOR JUNIOR HIGH FEEDER AREA
1985-86 ENROLLMENT COMPARED TO 1986-87
ESTIMATED ENROLLMENT

SCHOOL	1985-86 ENROLLMENT				1986-87 ESTIMATED ENROLLMENT			
	W/O	B	T	%B	W/O	B	T	%B
57	248	92	340	27.1	250	115	365	31.5
58	303	169	472	35.8	303	169	472	35.8
68	350	206	556	37.1	294	182	476	38.2
69	132	287	419	68.5	184	198	382	51.8
78	358	180	538	33.5	331	192	523	36.7
81	241	171	412	41.5	241	171	412	41.5
85	164	65	229	28.4	164	94	258	36.4
88	278	165	443	37.2	278	165	443	37.2
89	172	166	338	49.1	238	168	406	41.4
99	428	170	598	28.4	362	168	530	31.7

*Based on 1985-86 enrollment.

BOUNDARY FOR SCHOOL NO. 57
5435 East Washington Street

Effective - September 1986

Area A

Beginning at the intersection of Emerson Avenue and 9th Street, east on 9th Street extended to Arlington Avenue; south on Arlington to the Penn Central Railroad; west along the railroad to Emerson Avenue; north on Emerson to 9th Street, the point of beginning.

Area B

Beginning at the intersection of East 38th Street and Station Street, east on 38th to Euclid Avenue; south on Euclid to East 34th Street; west on 34th Street to Station Street; north on Station to East 38th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 58
321 Linwood Avenue

Effective - September 1986

Area A

Beginning at the intersection of East Michigan Street and Gladstone Avenue, east on Michigan to Carlyle Place; north on Carlyle Place to East Walnut Street; east on Walnut to Emerson Avenue; south on Emerson to the Penn Central Railroad; west along the railroad to Gladstone Avenue; north on Gladstone to East Michigan, the point of beginning.

Area B

Beginning at the intersection of East 34th Street and Adams Street, east on 34th to Forest Manor Avenue; south on Forest Manor to East 30th Street; west on 30th Street to Adams Street; north on Adams to East 34th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 68
2107 North Riley Avenue

Effective - September 1986

Area A

Beginning at the intersection of Sherman Drive and the Penn Central Railroad, northeast along the railroad to Emerson Avenue; south on Emerson Avenue to Interstate 70; east along the Interstate to Hawthorne Lane; south on Hawthorne to East 16th Street; west on 16th to Bosart Avenue; north on Bosart to East 21st Street; west on 21st to Sherman Drive; north on Sherman to the Penn Central Railroad, the point of beginning.

Area B

Beginning at the intersection of East 38th Street and Euclid Avenue, east on 38th to Arthington Boulevard; south on Arthington and Arthington extended to East 30th Street; west on 30th to Euclid Avenue; north on Euclid to East 32nd Street, east on 32nd to Drexel Avenue, north on Drexel to Linwood Avenue, north on Linwood Avenue to Euclid Avenue, north on Euclid to East 38th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 69
3421 North Keystone Avenue

Effective - September 1986

Area A

Beginning at the intersection of East 38th Street and Hillside Avenue, east on 38th to North Parker Avenue; south on Parker to East 34th Street; west on 34th to Brouse Avenue; north on Brouse to East 36th Street; west on 36th to Hillside Avenue; north on Hillside to East 38th Street, the point of beginning.

Area B

Beginning at the intersection of Sherman Drive and East 21st Street, east on 21st to North Bosart Avenue; south on Bosart to East 16th Street; west on 16th to Drexel Avenue; south on Drexel to East 10th Street; west on 10th to Tuxedo Street; north on Tuxedo to Nowland Avenue; east on Nowland to Sherman drive; north on Sherman Drive to East 21st Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 99
5801 East 30th Street

Effective - September 1986

Area A

Beginning at the intersection of East 32nd Street and Emerson Avenue, east on 32nd to the Penn Central Railroad; northeast along the railroad to Arlington Avenue; south on Arlington to I-70; west along the interstate to Emerson Avenue; north on Emerson to 32nd, the point of beginning.

Area B

Beginning at the intersection of the I.U. (Belt) Railroad and East 10th Street, east on 10th to Gladstone Avenue; south on Gladstone to East Michigan Street; west on Michigan to the I.U. (Belt) Railroad; north and east along the railroad to East 10th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 89
5959 East 23rd Street

Effective - September 1986

Area A

Beginning at the intersection of Interstate 70 and Hawthorne Lane, east along the interstate to Arlington Avenue; south on Arlington to East 19th Street; west on 19th to Hawthorne Lane; north on Hawthorne Lane to Interstate 70, the point of beginning.

Area B

Beginning at the intersection of East 38th Street and North Lasalle Avenue, east on 38th to Station Street; south on Station to East 34th Street; west on 34th to Lasalle Avenue, north on Lasalle to East 38th Street, the point of beginning.

Area C

Beginning at the intersection of Gladstone Avenue and East 10th Street, east on 10th to Drexel Avenue; south on Drexel to East Michigan Street; west on Michigan to Gladstone Avenue; north on Gladstone to East 10th, the point of beginning.

Area D

Beginning at the intersection of Emerson Avenue and the Baltimore and Ohio Railroad, east along the railroad to Audubon Road; south on Audubon Road to Rawles; southeast along Rawles to South Arlington Avenue; south on Arlington to English Avenue; east on English Avenue to South Webster, south on Webster to Brookville Road; northwest on Brookville Road to Emerson Avenue; north on Emerson to the B&O Railroad, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 85
338 South Arlington Avenue

Effective - September 1986

Area A

Beginning at the intersection of Audubon Road and the Penn Central Railroad, east along the railroad to Kitley Avenue; south on Kitley to English Avenue; west on English to Rawles Street; northwest along Rawles Avenue to Audubon Road; north on Audubon to the Penn Central Railroad, the point of beginning.

Area B

Beginning at the intersection of Caroline and East 38th Street, east on 38th to Hillside Avenue; south on Hillside to East 36th Street; south on Brouse Avenue to East 34th Street; west on 34th to Caroline; north on Caroline to East 38th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 88
5801 East 16th Street

Effective - September 1986

Area A

Beginning at the intersection of East 16th Street and Drexel Avenue, east on 16th to Hawthorne Lane; north on Hawthorne to East 19th Street; east on 19th to Arlington Avenue; south on Arlington to 9th Street; west on 9th, 9th Street extended and 9th Street to Emerson Avenue; south on Emerson to East Walnut; west on Walnut to Carlyle Place; south on Carlyle to Michigan Street; west on Michigan to Drexel Avenue; north on Drexel to 16th Street, the point of beginning.

Area B

Beginning at the intersection of Euclid Avenue and East 38th Street, south on Euclid and Linwood Avenue to Drexel Avenue, south on Drexel to East 32nd Street; west on 32nd Street to Euclid Avenue; south on Euclid to East 30th Street; west on 30th to Forest Manor; north on Forest Manor to East 34th Street; east on 34th to Colorado Avenue, north on Colorado and Euclid to East 38th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 89
5959 East 23rd Street

Effective - September 1986

Area A

Beginning at the intersection of Interstate 70 and Hawthorne Lane, east along the interstate to Arlington Avenue; south on Arlington to East 19th Street; west on 19th to Hawthorne Lane; north on Hawthorne Lane to Interstate 70, the point of beginning.

Area B

Beginning at the intersection of East 38th Street and North Lasalle Avenue, east on 38th to Station Street; south on Station to East 34th Street; west on 34th to Lasalle Avenue, north on Lasalle to East 38th Street, the point of beginning.

Area C

Beginning at the intersection of Gladstone Avenue and East 10th Street, east on 10th to Drexel Avenue; south on Drexel to East Michigan Street; west on Michigan to Gladstone Avenue; north on Gladstone to East 10th, the point of beginning.

Area D

Beginning at the intersection of Emerson Avenue and the Baltimore and Ohio Railroad, east along the railroad to Audubon Road; south on Audubon Road to Rawles; southeast along Rawles to South Arlington Avenue; south on Arlington to English Avenue; east on English Avenue to South Webster, south on Webster to Brookville Road; northwest on Brookville Road to Emerson Avenue; north on Emerson to the B&O Railroad, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 99
5801 East 30th Street

Effective - September 1986

Area A

Beginning at the intersection of East 32nd Street and Emerson Avenue, east on 32nd to the Penn Central Railroad; northeast along the railroad to Arlington Avenue; south on Arlington to I-70; west along the interstate to Emerson Avenue; north on Emerson to 32nd, the point of beginning.

Area B

Beginning at the intersection of the I.U. (Belt) Railroad and East 10th Street, east on 10th to Gladstone Avenue; south on Gladstone to East Michigan Street; west on Michigan to the I.U. (Belt) Railroad; north and east along the railroad to East 10th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR JOHN MARSHALL JUNIOR HIGH SCHOOL
10101 East 38th Street

Effective September 1986

Area A

Beginning at the intersection of East 56th Street and Fall Creek, east on 56th to the on-ramp of I-465; south along Leone Court and Leone Drive, both sides included, to 52nd Street; west on 52nd, neither side included, to Kitley Avenue; south on Kitley to 46th Street; east on 46th to Shadeland Avenue; south on Shadeland to Pendleton Pike; north on Pendleton Pike to 42nd Street; east on 42nd to Arborcrest Drive; north along Arborcrest, both side included, to Meadowlark Drive; northeast and east along Meadowlark, both sides included, to Dubarry Road; south along Dubarry, both sides included, to 42nd Street; east on 42nd to Post Road; north on Post Road to Meadowlark Drive; east in the middle of Meadowlark Drive to 9300 and 9400 blocks (north of the Sutton Place Apartments) to the intersection with Stouffer Lane; continue due east along property lines of individual properties fronting on Pepperidge Drive, Baker Drive, Burrwood Court, Burrwood Drive, Downes Court, Meadowlark Drive (in th 9600 block) and Downes Drive to a point that is the southeast corner of the property with the street address of 4327 Downes Drive; north along the rear (east) property lines of properties on the east side of Downes Drive to (but not including) 4321 Downes Drive; east to Mitthoefer Road; south in the middle of Mitthoefer Road to the south property line of School No. 113; west along the south school property line to the west end of the property line; south (excluding the commercial property on the northwest corner of East 42nd Street and Mitthoefer Road) to East 42nd Street; east in the middle of East 42nd Street to a point approximately 120 feet east of Mitthoefer Road; north to Tinton Court; northeast and east along Tinton Court and Aristocrat North Drive, both sides included, to the end of Aristocrat North Drive, 10225 east; south to East 42nd Street (including all properties along Tinton Court, Aristocrat North Drive, Aristocrat Lane, and Pineneedle Court); east in the middle of East 42nd Street to a point 2000 feet east of Mitthoefer Road; south (including all properties along Newburgh Drive and Elmont Court) for a distance of 1340 feet; west 668 feet; south (including all properties along Catalina Drive, Donovan Drive, Trilby Drive, and Hastings Drive) to 38th Street; east on 38th Street to German Church Road; south in the middle of German Church Road to the Conrail Railroad; southwest along the railroad to a point approximately 9550 east; north to Rochelle Drive extended; west along Rochelle Drive extended, Rochelle Drive and East 34th Street, both sides included, to Franklin Road; south on Franklin Road to Shibler Drive; east along Shibler, both sides included, to Eaton Avenue extended; north along Eaton extended, neither side included, to 30th Street; east on 30th to Tobey Drive; south along Tobey, both sides included, to Roy Road extended; west along Roy Road extended, both sides included, to Eaton Avenue; south along Eaton, both sides included, to Gilmore Road; west

along Gilmore and Gilmore Road extended, both sides included, to Eastwood Drive; north on Eastwood, both sides included, to Brennan Road; east along Brennan, both sides included, to Franklin Road; north on Franklin to 30th Street; west on 30th to Richardt; north along Richardt, neither side included, to 34th Street; west along 34th to Englewood Drive; north along Englewood to Kensington Drive; west on Kensington to Shadeland Avenue; north on Shadeland to Twin Oaks Drive; east on Twin Oaks to Whenner Drive; north on Whenner to 38th Street; west on 38th to Arlington Avenue; north on Arlington to Winston Drive; west along Winston, both sides included, to Eastbourne Drive; north along Eastbourne, neither side included, to Laurel Hall Drive; west on Laurel Hall, neither side included to Emerson Avenue; north and west along Emerson to Fall Creek; east and north along Fall Creek to 56th Street, the point of beginning.

Area B

Beginning at the intersection of Millersville Road and East 46th Street, east on 46th to Sherman Drive; south on Sherman to 42nd Street; east on 42nd to Berkshire Road; north on Berkshire to Devon Drive; east on Devon Drive to Emerson Avenue; south on Emerson to 42nd Street; east on 42nd to Irvington Avenue; south on Irvington to 41st Street; west on 41st, neither side included, to Butler Avenue; south on Butler, both sides included, to 40th Street; west on 40th to Emerson Avenue; south on Emerson to 38th Street; west on 38th to Rural Street; north on Rural to Millersville Road; northeast on Millersville to 46th Street, the point of beginning.

Area C

Beginning at the intersection of Arlington Avenue and the Penn Central Railroad (Springfield Division), east along the railroad to Kitley Avenue extended; south along Kitley Avenue extended and Kitley Avenue to 21st Street; continue south along the Naval Avionics boundary to 20th Street; east along 20th, neither side included, to Edmondson Avenue; south on Edmondson to Pleasant Run; southwest along Pleasant Run to 16th Street; west on 16th to Ridgeview Drive; south on Ridgeview to 10th Street; east on 10th to Pleasant Run Parkway, South Drive; south on Pleasant Run Parkway, South Drive, to Perry Drive; southeast along Perry, neither side included, to Edmondson Avenue; follow the old city boundaries to the Conrail Railroad; west along the Penn Central Railroad to Arlington Avenue; north on Arlington to the Penn Central Railroad (Springfield Division), the point of beginning.

EXCLUDED AREAS OF THE ABOVE BOUNDARY

Beginning at the intersection of John Marshall Drive North and Mitthoefer Road, east on John Marshall to John Jay Drive; south and west on John Jay to Mitthoefer Road; north on Mitthoefer to John Marshall Drive North, the point of beginning.

AND

Beginning at East 42nd Street and a north-south line 9200 east, east on 42nd to a line 9400 east; south along this line to 39th Street; east along 39th, neither side included, to Arquette; south along Arquette, neither side included, to 38th Street; west on 38th to the north-south line 9200 east; north along the line to 42nd Street, the point of beginning.

Beginning at the intersection of East 38th Street and Kercheval Drive, east on 38th Street to Richardt; south on Richardt to East 35th Street, west on 35th Street to Kercheval Drive; north on Kercheval Drive, neither side included, to 38th Street, the point of beginning.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

JOHN MARSHALL JUNIOR HIGH SCHOOL
ELEMENTARY FEEDER AREA

1985-86 ENROLLMENT COMPARED TO 1986-87
ESTIMATED ENROLLMENT

SCHOOL	1985-86 ENROLLMENT				*1986-87 ESTIMATED ENROLLMENT			
	W/O	B	T	%B	W/O	B	T	%B
11	60	284	344	82.6	82	111	193	57.5
83	130	223	353	63.2	107	135	242	55.8
92	256	312	568	54.9	228	300	528	56.8
93	207	244	451	54.1	107	128	235	54.5
94	Not Elementary 1985-86				145	193	338	57.1
98	Not Elementary 1985-86				140	193	333	58.0
102	214	244	458	53.3	179	171	350	51.5
103	220	328	548	60.0	160	192	352	54.5
105	329	214	543	39.4	209	232	441	52.6
106	80	206	286	72.0	87	122	209	58.4
113	326	364	690	52.8	212	311	523	59.5

5/13/86

*1986-87 estimate without kindergarten

BOUNDARY FOR SCHOOL NO. 11
3202 East 42nd Street

Effective September 1986

Area A

Beginning at the intersection of Millersville Road and Westbourne Drive, south on Westbourne Drive to East 42nd Street; west on 42nd Street to Meadows Drive; south and west along Meadows Drive to East 38th Street; west on 38th Street to Rural Street; north on Rural to 39th Street; west on 39th to Eastern Avenue; north on Eastern to Millersville Road; northeast on Millersville Road to Westbourne Drive, the point of beginning.

Area B

Beginning at the intersection of the Penn Central Railroad and Arlington Avenue, northeast along the railroad to Kitley Avenue extended; south along Kitley Avenue extended and Kitley Avenue to 23rd Street; west on 23rd to Kenyon Avenue; north on Kenyon to Windsor Drive; west and south on Windsor to Arlington Avenue; north on Arlington to the Penn Central, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 83
5050 East 42nd Street

Effective September 1986

Area A

Beginning at the intersection of Arthington Boulevard and East 42nd Street, east on 42nd to Berkshire Road; north on Berkshire to Devon Drive; east on Devon to Emerson Avenue; south on Emerson to 42nd Street; east on 42nd to Irvington; south on Irvington to 41st Street; west on 41st, neither side included, to Butler Avenue; south on Butler, both sides included, to 40th Street; west on 40th to Emerson Avenue; south on Emerson to 38th Street; west on 38th to Wallace Avenue; north on Wallace to East 39th Street; west on 39th to Arthington Boulevard; north on Arthington to 42nd Street, the point of beginning.

Area B

Beginning at the intersection of East 42nd Street and Mitthoefer Road, east in the middle of 42nd Street to a point 2000 feet east of Mitthoefer Road; south (including all properties along Newburgh Drive and Elmont Court) for a distance of 1340 feet; then west 668 feet; south (including all properties along Catalina Drive, Donovan Drive, Trilby Drive, and Hastings Drive) to 38th Street; west on 38th Street to Mitthoefer Road; north on Mitthoefer to 42nd Street, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 92
6550 East 42nd Street

Effective September 1986

Beginning at the intersection of East 46th Street and Kenmore Road, east on 46th Street to Shadeland Avenue; south on Shadeland to Pendleton Pike; northeast on Pendleton Pike to 42nd Street; east on 42nd Street to Arborcrest Drive; north along Arborcrest, both sides included, to Meadowlark Drive; northeast and east along Meadowlark, both sides included, to Dubarry Road; south along Dubarry, both sides included, to 42nd Street; west on 42nd to Arborcrest Drive; south on Arborcrest to 41st Street; east on 41st to Alsace Drive; southeast on Alsace to 38th Street; west on 38th Street to North Sheridan Avenue; south on Sheridan to the Conrail tracks; south and west along the railroad tracks to North Arlington Avenue; north on Arlington to East 43rd Street; east on 43rd Street to North Sheridan Avenue; north on Sheridan to Meadowlark Drive; east on Meadowlark to Kenmore Road; north on Kenmore to 44th Place; east on 44th Place to Kenyon Avenue; north on Kenyon to Hampton Drive; west on Hampton to Kenmore Road; north on Kenmore to 46th Street, the point of beginning.

All pupils in grades 7 and 8 from this area are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 93
7151 East 35th Street

Effective September 1986

Area A

Beginning at the old Indianapolis city boundary, east of Shadeland Avenue on East 38th Street, east on 38th to Kercheval Drive; south on Kercheval, neither side included, to 35th Street; east on 35th to Richardt; north on Richardt to 38th Street; east on 38th to I465; south along the interstate to 30th Street; west on 30th to Richardt; north along Richardt, neither side included, to 34th Street; west along 34th to Englewood Drive; north along Englewood to Kensington Drive; west on Kensington to Shadeland Avenue; north on Shadeland to Twin Oaks Drive; east on Twin Oaks, both sides included, to Whenner Drive; north along Whenner, neither side included, to 38th Street, the point of beginning.

Area B

Beginning at the intersection of Millersville Road and Westbourne Drive; northeast on Millersville Road to East 46th Street; east on 46th Street to North Sherman Drive; south on Sherman Drive to Alexandria Court; west on Alexandria Court both sides included and Alexandria Court extended to Meadows Court; follow south and west on Meadows Court to Meadows Drive; generally north on Meadows Drive to East 42nd Street; east on 42nd Street to Westbourne Drive; north on Westbourne Drive to Millersville Road, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 94
3701 Devon Avenue

Effective September 1986

Area A

Beginning at the intersection of East 38th Street and Interstate I465, east on 38th Street to Franklin Road; south on Franklin Road to Shibler Drive; east along Shibler, both sides included, to Eaton Avenue extended; north along Eaton extended, to 30th Street; east on 30th to Tobey Drive; south along Tobey, both sides included, to Roy Road extended; west along Roy Road extended and Roy Road, both sides included, to Eaton Avenue; south along Eaton, both sides included, to Gilmore Road; west along Gilmore and Gilmore Road extended, both sides included, to Eastwood Drive; north on Eastwood, both sides included, to Brennan Road; east along Brennan, both sides included, to Franklin Road; north on Franklin to 30th Street; west on 30th Street to I465; north on I465 to 38th Street, the point of beginning.

Area B

Beginning at the intersection of Windsor Drive and North Arlington Avenue, east and north on Windsor Drive to Kenyon Avenue; south on Kenyon to 23rd Street; east on 23rd to Kitley Avenue; south on Kitley to 21st Street; west on 21st to Arlington Avenue; north on Arlington to Windsor, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 98
3698 Dubarry Road

Effective September 1986

Area A

Beginning at the intersection of East 38th Street and Franklin Road; east on 38th to Post Road; south on Post to 34th Street extended; west on 34th extended and 34th, both sides included, to Franklin Road; north on Franklin to 38th Street, the point of beginning.

Area B

Beginning at the intersection of East 38th Street and Meadows Drive, north and northeast on Meadows Drive to Adams Street; south and southeast on Adams Street to East 38th Street; west on 38th Street to Meadows Drive, the point of beginning.

Area C

Beginning at the intersection of East 38th Street and Forest Grove Drive, north on Forest Grove Drive to East 39th Street; east on 39th Street to North Sherman Drive; south on Sherman Drive to East 38th Street; west on 38th Street to Forest Grove Drive, the point of beginning.

All pupils in grades 7 and 8 from Areas A, B and C are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 102
9501 East 36th Place

Effective September 1986

Area A

Beginning at the intersection of East 38th Street and Post Road, east on 38th Street to Mitthoefer Road; south on Mitthoefer to the Conrail Railroad; southwest along the railroad to a point approximately 9550 east, north to Rochelle Drive extended; west along Rochelle Drive extended and Rochelle Drive, both sides included, and East 34th Street, both sides included, to Post Road; north on Post Road to East 38th Street, the point of beginning.

Area B

Beginning at the intersection of East 46th Street and North Arlington Avenue, east on 46th to Kenmore Road; south on Kenmore to Hampton Drive; east on Hampton to Kenyon Avenue; south on Kenyon to 44th Place; west on 44th to Kenmore; south on Kenmore to Meadowlark Drive; west on Meadowlark to Sheridan Avenue; south on Sheridan to East 43rd Street; west on 43rd to Arlington Avenue; north on Arlington to East 46th Street, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 103
3920 Baker Drive

Effective September 1986

Area A

Beginning at the intersection of 42nd Street and Post Road, east on 42nd Street to Baker Drive; south on Baker to Arquette Drive; east and south on Arquette to 39th Street; east on 39th to Strathmore Drive; south on Strathmore to 38th Street; west on 38th to Post Road; north on Post to 42nd Street, the point of beginning.

Area B

Beginning at the intersection of 38th Street and Mitthoefer Road, east on 38th to German Church Road; south on German Church Road to the Conrail Railroad; southwest along the railroad to Mitthoefer Road; north on Mitthoefer Road to 38th Street, the point of beginning.

EXCLUDED AREA OF THE ABOVE BOUNDARY

Beginning at East 42nd Street and a north-south line 9200 east, east on 42nd to a line 9400 east; south along this line to 39th Street; east along 39th, neither side included, to Arquette; south along Arquette, neither side included, to 38th Street; west on 38th to the north-south line 9200 east; north along the line to 42nd Street, the point of beginning.

AND

Beginning at the intersection of John Marshall Drive North and Mitthoefer Road, east on John Marshall to John Jay Drive; south and west on John Jay to Mitthoefer Road; north on Mitthoefer to John Marshall Drive, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

4/86

BOUNDARY FOR SCHOOL NO. 105
8620 Monterey Road

Effective September 1986

Area A

Beginning at the intersection of East 42nd Street and Arborcrest Drive, east on 42nd to Post Road; south on Post to 38th Street; west on 38th to Alsace Drive; north and west on Alsace to 41st Street; west on 41st to Arborcrest Drive; north on Arborcrest to 42nd Street, the point of beginning.

Area B

Beginning at the intersection of Meadows Drive and Adams Street, northeast on Meadows Drive to Meadows Court; follow Meadows Court south and northeast to Alexandria Court extended; west on Alexandria Court extended and Alexandria Court, neither side included, to North Sherman Drive; south on Sherman to East 39th Street; west on 39th Street to Forest Grove Drive; south on Forest Grove to East 38th Street; west on 38th Street to Adams Street; north and northwest on Adams Street to Meadows Drive, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO.106
5301 Roxbury Road

Effective September 1986

Area A

Beginning at the intersection of East 56th Street and Fall Creek, east on 56th to the on-ramp of I-465; south along Leone Court and Leone Drive, both sides included, to 52nd Street; west on 52nd, neither side included, to Kitley Avenue; south on Kitley, neither side included, to 46th Street; west on 46th Street to Arlington Avenue; north on Arlington to Winston Drive; west along Winston both sides included, to Ritter Avenue extended (5500 east); north along a line 5500 east to Laurel Hall Drive; west along Laurel Hall, neither side included, to Emerson Way; north and west on Emerson Way to Fall Creek; east and north along Fall Creek to East 56th, the point of beginning.

Area B

Beginning at the intersection of Arlington Avenue and east 21st Street, east on 21st to Kitley Avenue extended; south on Kitley extended to 19th Street; east along 19th, both sides included, to Edmondson Avenue; south on Edmondson to Pleasant Run Creek; south and west along Pleasant Run to 16th Street; west on 16th to Ridgeview Drive; south on Ridgeview to 10th Street; east on 10th to Pleasant Run Parkway; southeast, following the old city boundary to the Conrail Railroad; west along the railroad to Arlington Avenue; north on Arlington to 21st Street, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

BOUNDARY FOR SCHOOL NO. 113
4352 North Mitthoefer Road

Effective September 1986

Area A

Beginning at the intersection of Meadowlark Court and Post Road; east following the old city boundary to 42nd Street; east in the middle of East 42nd Street to a point approximately 120 feet east of Mitthoefer Road; north to Tinton Court; northeast and east along Tinton Court and Aristocrat North Drive, both sides included, to the end of Aristocrat North Drive, 10225 east; south to East 42nd Street (including all properties along Tinton Court, Aristocrat North Drive, Aristocrat Lane, and Pineneedle Court); west on 42nd Street to Mitthoefer Road; south on Mitthoefer to 38th Street; west on 38th to Strathmore Drive; north on Strathmore to 39th Street; west on 39th to Arquette; north and east on Arquette to Baker Drive; north on Baker to 42nd Street; west on 42nd to Post Road; north on Post to Meadowlark Drive, the point of beginning.

Area B

Beginning at the intersection of East 42nd Street and North Sherman Drive, east on 42nd Street to Arthington Boulevard; south on Arthington to East 39th Street; east on 39th Street to Wallace Avenue; south on Wallace to East 38th Street; west on 38th Street to Sherman Drive; north on Sherman Drive to 42nd Street, the point of beginning.

All pupils in grades 7 and 8 from Areas A and B are assigned to John Marshall Junior High School.

All parts of the boundary line having street (including avenue, lane, drive, etc.) designations are to be interpreted as in the middle of (the street) unless described otherwise.

5/86

APPENDIX J

DESIGN STANDARDS

- 1. Commercial**
- 2. Residential (Apartment)**
- 3. Residential**

IRVINGTON NEIGHBORHOOD PLAN RECOMMENDED STANDARDS FOR DEVELOPMENT

The following standards are recommended for Irvington (see map) to (1) guide the development of commercial and residential development in the area, (2) give property owners and developers a clear idea of what type of development is appropriate in the neighborhood and (3) establish guidelines for city planning staff review of zoning and variance cases and the review of any development seeking public assistance or funding.

The design standards will not replace existing zoning ordinances. They deal with many of the same issues as zoning ordinances, but are standards that are tailored to the Irvington area. Zoning variances may be necessary for situations where these recommended standards conflict with the requirements for zoning ordinances. The benefits to be gained by applying the standards to area projects, for the individual property owner and for the improved image of the Irvington area, will justify the deviation from existing zoning ordinance provisions.

STANDARDS FOR COMMERCIAL DEVELOPMENT

Perhaps the most distinctive feature of the Irvington commercial area (see map) is its buildings. Building size, shape, color, materials, etc. do much to establish the character of an area no matter what style or age the buildings are. For any commercial area to have an identifiable character there needs to be some common elements throughout the area (e.g., similar architectural style, building age, building materials).

ARCHITECTURAL COMPONENTS

The reasons for developing building design standards are to make sure that new buildings or newly remodeled buildings:

1. Are compatible in color, style, construction, location, etc. with the surrounding environment, and
2. Are easily identifiable with the type of business that they contain.

A-I Building Setback and Yards

- A. Front setback - Older commercial buildings on East Washington Street between Irvington Avenue and Audubon Road, and in the 6100 block of East Washington Street have a zero setback from the right-of-way line. In general new construction should have the same building to site relationship as older buildings in the immediate area that contain similar uses. Some auto related C-3 and

C-4 uses (primarily gas stations, auto sales, or auto repair) that are located along East Washington Street may set back from the front property line to allow for automobile circulation in front of the building. Parking for new commercial structures other than auto related C-3 and C-4 uses, has been and should continue to be located behind the front building line.

Recommended minimum setbacks for various streets are as follows:

Street Frontage	Minimum Setback from Right-of-Way Line
A. East Washington Street	20 feet
a. Irvington to Audubon	15 feet
b. 6100 block	
B. Audubon Road	10 feet
(at intersection with Bonna Ave.)	
C. East Washington Street	30 feet
(other than "A".)	
D. Intersections of:	
a. 10th and Arlington	20 feet
b. 10th and Emerson	10 feet
c. Michigan and Emerson	10 feet
B. <u>Side and rear yards</u> - Side and rear yard setbacks vary widely and any new development should have side and rear yards similar in depth to surrounding, existing development.	
In the Irvington commercial areas (area "A" noted above), most commercial buildings have shared common walls or are attached to one another, thus providing no side yard setback which should continue in the future	

Typically rear yards in the Irvington commercial area have been used for parking and loading, and it is recommended that these uses continue where they meet the standards for parking, loading, setbacks, screening and transitional yards. Wherever possible, parking and loading facilities for several different businesses should be merged to implement the Irvington (East Washington Street) design scheme so that duplication of these facilities is minimized.

- C. Transitional yards - Transitional yards (where required yards abut or are across the street or alley from a residential, special use or park district) should be a minimum of three feet deep

and contain either a landscape hedge, fence, or wall (described later).

- A-II. Building Shape - Commercial buildings in Irvington generally have facades and floor plans that are rectangular. New buildings should conform to this.
- A-III. Building Materials - Significant commercial buildings in Irvington are made principally of terra cotta, metal trim glass, brick or limestone. New buildings should be made of the same materials.

Side and rear facades of buildings not visible from streets can be made out of materials other than those used on facades seen from streets, but they should be painted or otherwise treated to be compatible with the visible facades.

Materials used in remodeling older buildings should be of a quality and style typical to commercial buildings and compatible with the existing elements of the buildings they are placed on. Materials such as wooden doors with no windows, rough sawn siding, and wooden shakes look out of place on commercial buildings in the Irvington area and thus should be prohibited.

Mansard and other ornamental type roofs should not be added to buildings because they often cover up or detract from the original character of the building. They also quite frequently become maintenance problems.

Any materials used in the Irvington commercial area should be as durable and maintenance free as possible. Brick buildings that have never been painted should be painted only if it is necessary for preservation of the bricks. Painting often takes the character away from a brick building and also necessitates more frequent maintenance than a plain brick building.

- A-IV. Building Color - Typical colors on older commercial buildings are in a neutral range and primarily the natural colors of the materials (i.e., the colors of brick, stone, metal, etc.) New colors should conform to this. Color should never be the most immediately noticeable feature of a building.
- A-V. Storefronts - Storefronts in the Irvington commercial area typically contain the following elements: transoms, kick plates, entry ways, doors, windows, and ornamentation. These storefront elements should be used in new commercial construction.

New facades should have the same general proportions of storefront framing and window size as older buildings in the area. Similarly when buildings are remodeled, these proportions should not be destroyed.

A-VI. Building Height - Commercial buildings in the Irvington commercial area are typically one or two stories tall. It is recommended that new buildings should not be greater than 35 feet in height except buildings on corner properties where they should not be greater than 45 feet.

A-VII. Handicapped Access - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drugstores, discount stores, liquor stores, public buildings, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing more than one office, etc.) should provide handicapped access from parking areas into the building.

A-VIII. Security Screens - Security screens take all of the interest out of the streetscape and therefore should not be permitted.

Permanently fixed bars on storefront windows should not be permitted.

A-IX. Mechanical Equipment - Elements of mechanical equipment such as air conditioners, exhaust vents, heating ducts, microwave dishes, and antenna, should be out of public view from any thoroughfare.

They also should not be visible from surrounding streets, when possible.

A-X. Awnings - Awnings are fabric structures extended over building doors or windows for the purpose of shading windows or providing weather protection for pedestrians. Recently, awnings have also been used as signs. Awnings can be curved, concave, concave with sides, convex with flat sides and convex with curved sides.

Awnings that are placed on buildings with more than one ground floor tenant should all be of the same type although they may be of different colors.

Awnings should fit within the bays of storefronts and reflect the storefront proportions. They should be a minimum of nine feet above the sidewalk and should project no more than 1/3 the distance from the building face to the outside of the curb.

Awnings should be supported from the building. They should not be supported with vertical members.

Awnings can have the name of the business and business address, that represents the primary business at that address. Lettering should be limited to 10% of the surface area of the awning. There should be no cartoon characters on awnings.

Awnings can be colorful (striped also) but the colors used should not contrast significantly with surrounding environment.

Metal, fiberglass or wooden awnings should not be permitted.

- A-XI. Canopies - Canopies are roof-like projections over doors and windows or they are fabric or roof-like sidewalk covers constructed for the purpose of providing weather protection for pedestrians or accentuating entries.

Any canopy attached to a building, should be made out of fabric materials, should fit within the storefronts, and should reflect the storefront proportions. They should be a minimum of nine feet above the sidewalk and should project no more than 1/2 the distance from the building face to the outside of the curb.

In cases where it is desirable to cover a sidewalk with a canopy, any canopy supports should be out of the way of pedestrian flow. Fabric sidewalk canopies should not have side curtains that block the pedestrian flow.

- A-XII. Marquees - Marquees are roof-like projections over entrances which sometimes contain signs. They provide weather protection for pedestrians and accentuate entries. There is only one marquee in Irvington (the Festival Theatre) and any new one installed would look out of place. Marquees therefore should not be permitted in Irvington.

- A-XIII. Walkup Windows - Exterior walkup windows are not common in the Irvington commercial area and are not recommended for future installations, although bank machines are already in the area and should be permitted. If other walkup windows are developed, they should be located or recessed a minimum of five feet from public property.

- A-XIV. Outdoor Displays - There should be no outdoor display of products (e.g., appliances, rolls of carpet, lawn care items, etc.) in the area between the front of the

building and the street right-of-way, in any required yards and in any off-street parking or loading areas in the Irvington.

- A-XV. Miscellaneous Attachments to Facades - No item attached to the facade of a building and located above a public sidewalk should extend lower than nine feet above the sidewalk. This includes ornamental lights, awnings, canopies, marquees, roof brackets, flags, etc.

SIGNS

The primary purpose of signs should be to identify a place of business so that it can be found by potential customers. Signs should not dominate the environment (buildings, landscaped areas, vistas along streets, etc.) in which they are placed. When signs are allowed to dominate their environment, visual chaos results and information offered to the public becomes difficult or impossible to comprehend. A set of sign standards, should achieve business identification and a brief description of the primary goods or services provided.

Development of more detailed sign standards than the Sign Regulations of Marion County Indiana work to ensure that signs are:

1. Compatible in color, style, construction, location, etc. with the surrounding environment,
2. As simple and straightforward as possible in identifying businesses and their primary products,
3. Easy to read, and
4. Not in competition with or confused with traffic control or safety devices in commercially dense areas.

Standards -

S-I. Sign Types:

- A. Projecting sign - a sign that is attached to a building and projects outward more than eighteen inches. Projecting signs can block scenic views and neighboring signs, so projecting signs are not recommended for the properties fronting on East Washington Street or the commercial areas of Audubon Road, Ritter, Emerson and Arlington Avenues.

An exception to this would occur on East Washington Street in the area between Irvington and Audubon Avenues and in the 6100 block. In this instance a small non-illuminated 6" x 3' or smaller sign may be attached underneath a canopy perpendicular to the building at each storefront displaying the name of business only. The sign should be six inches tall with five inch dark letters on a contrasting background. Lettering style should be Helvetica medium using upper and lower case, or a similar type face.

- B. Pole sign - a sign which is supported by one or more uprights from the ground. Pole signs, similar to projecting signs, can block scenic views and neighboring signs, so they are not recommended for use in the Irvington commercial area noted above.
- C. Ground sign - a sign which is supported from the ground with a sign surface extending downward to or near ground level. Ground signs, as permitted by the Sign Ordinance, may be no taller than four feet in height. Ground signs should be used only in situations where there is a lawn area of at least ten feet in depth between the face of the building and the street right-of-way line (for example, along East Washington Street outside of the older commercial core previously mentioned). All ground signs should be located a minimum of five feet from the public right-of-way.

No commercial property should be permitted more than one ground sign. Ground signs shall not exceed 24 square feet in size.

- D. Wall sign - a sign which is affixed to an exterior wall of a building, but which does not constitute a projecting sign. Since wall signs effectively identify businesses but do not block views, they are highly recommended for the Irvington commercial area.

Content on wall signs should be limited to the identification of the business only. "Laundry lists" of products should be in the form of window signs. Each business should be permitted no more than two wall signs.

- E. Roof top sign - a sign affixed to the roof of a building. Since roof top signs are usually only visible from afar and since vistas are limited in a densely developed area like Irvington, roof top signs should not be permitted in this area.
- F. Vertical sign on a building facade - a sign running continuously from the lower level to the upper level of a building either a projecting sign or a sign flat on the building. Although this type of sign is not common in Irvington (few buildings above one story), it should nevertheless not be permitted, as it would detract from the architecture and scale of the commercial access.
- G. Cube sign and other signs with more than two

faces - a sign with more than two faces in the form of roof top, projecting, ground or pole sign. Since these signs are necessarily bigger than a single or double faced sign, they should not be permitted in the Irvington area.

- H. Awning sign - a sign on a fabric structure extended over a building door or window. Awnings can have the name of the business, and business address that represents the primary business at that address. Since awnings used as signs combine the functions of identifying the business, shading windows and protecting pedestrians from the weather, they are recommended for the Irvington commercial area. One drawback is that when a business changes the sign/awning would have to be changed also.
- I. Marquee sign - a sign on a roof-like projection over entrances. A movie marquee is an example. Since this type of sign is not common in Irvington, and it has the same effect of blocking views as a projecting sign, it should not be permitted.
- J. Canopy sign - a sign on a roof-like projection over a door or window or on a fabric or roof-like sidewalk cover. The only canopy type signs that would be in keeping with the older commercial area are the ones hung underneath the canopy (see description under "Projecting sign"). This is the only type of canopy sign recommended for the Irvington commercial area.
- K. Billboard - a sign supported from the ground, affixed to a wall or building roof for a series of alternating advertising. Since billboards have a very significant visual impact on the area in which they are placed and yet, serve no positive purpose for a neighborhood setting, it is strongly recommended that they be phased out of the Irvington commercial area and that new billboards not be allowed on East Washington Street between Emerson and Edmondson Avenues.
- L. Window sign - a sign placed in, behind, affixed to or painted on a window so that it can be seen from the public right-of-way. Included are neon signs, temporary sale signs, sign boards, and painted signs. Window signs are common in the Irvington commercial area, and therefore they are recommended for future use.

Window signs may be used to identify the business, list major items sold or advertise sales or prices (sales and price signs should only be temporary).

Window signs should not be located in the area between four feet and seven feet above ground elevation, so as not to disturb eye view. Window signage should be restricted to no more than 20% of the total window glass area of any one business.

- M. Miscellaneous signs - There are certain types of business identification that do not fall into any of the above categories such as large balloons, either on the ground or in the air; portable signs; large statue-like figures; immobile vehicles with signs on the sides, etc. These types of signs are not permitted by the Sign Ordinance and should not be permitted in Irvington under any circumstance.

Simply stated, these types of signs add to the visual chaos of an area.

S-II. Classification of Content:

- A. Advertising sign - a sign which directs attention to any business, product activity or service that is not the primary business, product, activity or service conducted on the premises upon which such sign is located.
- B. Business sign - a sign which directs attention to a business, building, product, activity or service manufactured, sold or offered on the premises where such sign is located. Business signs should not contain advertising such as the logo of a product that is not the primary product sold on the premises.

It is assumed that every business in the Irvington area may have at least one business sign.

- C. Incidental sign - a sign that designates accessory uses direction, identification, information or real estate for sale, rent or lease. It is assumed that businesses in the Irvington area will have need for incidental signs.

S-III. Sign Construction:

- A. Materials - In general signs should be constructed out of durable materials that are compatible with the surrounding area or the building on which they are placed.
1. Wooden sign - a sign constructed primarily of either wood or plywood. Wooden signs are seen in the Irvington area, (especially painted plywood). As long as they are well maintained, wooden signs are acceptable.
 2. Metal sign - a sign constructed primarily of metal, either painted or natural finish. It may be a continuous sheet or individual letters. Metal signs, particularly individual letters, are acceptable in the Irvington commercial area.
 3. Plastic sign - a sign constructed primarily of plastic, although it may be a plastic face in a metal box. It may be in the form of continuous individual letters. Plastic signs are both common and acceptable in the Irvington commercial area.
 4. Neon sign - a sign made of glass tube filled with neon gas which glows when an electric current passes through it. They are usually placed inside store windows although there are some examples on thoroughfares of exterior neon. Neon signs are acceptable in the Irvington commercial area, as long as they do not flash. No neon sign may be located within 200 feet of a residentially zoned parcel.
 5. Electronic message sign - a sign made up of many individual light bulbs set in a grid and electronically controlled to change the message on the sign. This is not a common sign type in Irvington would not blend with existing development, and therefore it is not recommended for use in the area.
 6. Changeable copy sign ("Reader Board") - a sign board with lettering that can be manually changed to alter the sign message. These signs are not recommended in the Irvington commercial area.
 7. Painted sign - a sign painted directly on the

surface of a building. Even though this type of sign has been used in Irvington before, it should not be permitted in the area especially in situations where the surface to be painted has never been painted before. When tenants change it is easier to remove a separate sign than it is to remove paint from a building wall.

- B. Sign color - In general signs should have colors that are compatible with the immediate environment in which they are placed. Sign lettering should contrast with the background it is placed on so that it can be read, but it should not contrast so much that it dominates the surrounding environment.

The color of individual letter signs should complement the surface they are placed on. The dominate feature of any sign that has a background should be the lettering and not the background. Similarly, internally lit signs should generally have a dark background and light letters to feature the letters and not the background.

- C. Sign illumination - If it is necessary to illuminate a sign for use at night, it should be done in such a way that the means of lighting does not dominate the sign.

1. External illumination - lit by shining lights on the sign. This can be accomplished in a number of ways: concealed ground lights, valance lights, shaded spot lights, neon, etc. Bulbs in fixtures that are used for external illumination of signs should be concealed from public view. In no case should bare bulbs be used to illuminate or draw attention to a sign.
2. Internal illumination - lit by fixtures inside the sign that shine through a translucent surface.

Both internal and external illuminated signs are appropriate in the Irvington commercial area. Neither type of illumination should be by flashing lights, however.

- D. Sign letters -

1. Style - Style of lettering should be selected on the basis of legibility. Helvetica with a

combination of upper and lower case letters is an example of an easy to read lettering style. Letter style should not be severely dictated (legibility and clarity should be the rule of thumb).

2. Height - A typical maximum height for sign lettering in the Irvington commercial area is fifteen inches. This should be the maximum permitted in the area.

E. Sign location -

1. Ground sign - Ground signs should (on properties with front lawns) also have all portions of their structure at least five feet from existing right-of-way lines.
2. Wall sign - Wall signs should be located on the strip of building front located between the top of the first level windows and the top of the facade on one story buildings, and between the top of the first and the bottom of the second level windows of a multi story building. They should be located only on the front of building facades with frontage on public streets. Wall signs should be applied so that they blend in with the details of the storefront and not cover decorative architectural elements, (brick work, terra cotta features, transom windows, etc.).
3. Window sign - Opaque signs placed on windows should be out of the normal vision lines for people on the sidewalk, usually at the top of the window. Name of business signs that can generally be seen through (individual letters) can be at eye level.
4. Incidental sign - Since most incidental signs are smaller than advertising and business signs, and since they may serve a number of different functions, the location of these signs must be reviewed individually.

It should be said, though, that they should not impede the vision of motorists or be placed in the right-of-way.

F. Sign size -

It is recommended that the maximum amount of sign square footage for all signs on any one street

frontage of a business is twenty-four square feet. The maximum recommended size for each sign type in the Irvington commercial area is shown below:

1. Ground sign - Sixteen square feet per sign face.
2. Wall sign - Twenty-four square feet per sign face.
3. Window sign - Permanent signs can be 25% of first floor glass area and temporary signs can be 10% of first floor glass area.
4. Incidental sign - Twelve square feet for construction signs and all others four square feet.

G. Number of signs -

The following numbers of signs in ground and on wall sign categories should be permitted in the Irvington commercial area.

1. Corner lots - any of the following combinations:
 1. One ground, projecting, canopy, or awning sign and two wall signs, or
 2. Three wall signs
2. Interior lots -
 1. One ground projecting, canopy or awning sign, and one wall sign, or
 2. Two wall signs

STREETSCAPE AND SITE DESIGN COMPONENTS

The design of the streetscape (e.g., benches, planters, sidewalk surfaces, trash receptacles, landscaping) and the layout of commercial development sites can have as significant an impact on the surrounding environment as the architecture of commercial structures. Potential customers need to feel comfortable with the area they shop in. They need to feel that it is safe and easy to get around in. Customers need to be able to leave their cars in a convenient location and have a safe and interesting walk to their destination.

The reasons for developing streetscape and site design standards are to make sure that:

1. Automobile circulation is safe and easy for the motorist to understand.
2. Loading areas operate efficiently and are as much out of public view as possible, and
3. The motorist/pedestrian environment is interesting and attractive.

SD-I. Streetscape Components

Examples of streetscape components are benches, trash receptacles, planters, kiosks, bus shelters, lights, landscaping, banners, flags, sidewalk surfaces, sidewalk restaurants, bollards, fountains, statues, monuments, bike racks, vending machines, and telephone booths.

Street furniture should be used sparingly and only when there is an obvious need. It should be compatible with its surroundings. Street furniture (such as benches and planters) is sometimes of poor quality and improperly maintained after installation. Many times it is placed where it will never be used.

All vending machines should be enclosed in securable structures or within the interior of buildings. All public telephones should be of the wall-mounted variety and should be located behind the front building line of any building and not be located within ten feet of any public right-of-way.

Materials used in street furniture should be as durable and vandal proof as possible and require a minimum of maintenance. Street furniture that is not maintained should be removed.

Street furniture should be placed and designed so that it does not significantly block pedestrian flow or views of

buildings. In most cases, this means near the curb where the sidewalk is already lost to light poles, parking meters, sign poles, etc. Where possible, street furniture should be grouped or combined to reduce the amount of pieces on the sidewalk.

Street furniture should not be placed so that it interferes with car doors, people entering stores from the street, fire access, etc.

- A. Benches - Benches should be made of durable materials and weigh enough or be fastened in place so that they cannot be easily moved out of place. They should be comfortable to sit on with a seat that is at least eighteen inches wide and eighteen inches off of the pavement. The seat should have at least a four inch overhang to provide space for heels. Two feet of leg space should be provided so that the legs of those seated will not block walkways.

There should be no advertising on benches.

- B. Trash receptacles - Trash receptacles should be of simple design, made of durable concrete or similar material. The opening on trash receptacles should be no higher than 3 feet. All receptacles should have lids.

Trash receptacle lids with open sides either with or without spring loaded doors are a little more difficult to use but hide the trash better.

There should be no advertising on trash receptacles.

- C. Kiosks - In areas where there is a significant demand to post notices and there is enough room, kiosks provide a logical place to post them.

If used, kiosks should be durable and designed at a human scale. If they are open to the free use of the public (not covered with glass or plastic) no portion of the display space should be above an easily reachable height. All notices posted in or upon a kiosk should be removed within 15 days of posting.

- D. Bus Shelters - In cases where significant numbers of pedestrians wait outside, especially at bus stops, some type of waiting area should be provided. This could be anything from a simple seating area to a bus shelter. All waiting areas should be out of the pedestrian flow of the sidewalk.

If a bus shelter is used, it should be designed to blend into the surrounding area and be as unobtrusive and simple as possible. Bus shelters should be as comfortable as possible but not be designed in such a way that they attract vagrants.

Bus shelters should be as durable and maintenance free as possible. There should be no advertising on bus shelters.

- E. Pedestrian lighting - The purposes of pedestrian scale lighting are to: 1) illuminate pedestrian ways, 2) provide security, and 3) to enhance the identity of distinctive areas.

Fixtures selected for a specific site or area should be decorative but at the same time have some relationship to the history or physical features in the area. They should be functional and provide good rendition of color at night.

Typical mounting height of pedestrian fixtures is ten to fifteen feet. Light fixtures should be spaced apart in such a manner that the minimum average maintained horizontal footcandle does not fall below .9 footcandle.

- F. Landscaping - Plants can be used not only to add beauty and interest to otherwise hard surface commercial areas but they can also help to clean the air of pollution and buffer undesirable views, noises, winter winds and harsh sunlight.

1. Street trees - Trees should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Street trees should be medium or large trees with a single straight trunk to eight feet above ground before branching. They should be planted in the ground and not in containers.

Trees planted in urban environments should be a minimum of three inch caliper at time of planting.

2. Shrubs should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Shrubs used for screening should have dense growth and be at least thirty-six inches high at time of planting.

For more information on the types of trees, shrubs, hedges, and ground covers to use in Indianapolis with information about how to plant and maintain them, see the Division of Planning booklet, Trees and Design on the Indianapolis Landscape.

3. Tree guards - If tree guards are used on public sidewalks of fifteen feet or less, they should not have an outside diameter greater than one foot six inches. The wide horizontal tree guards either obstruct car doors or the sidewalk. Flat tree grates that can be walked on are a better way of protecting the base of trees in highly used pedestrian areas.
4. Planters - In-ground planters are preferred over pots, planter boxes or raised planters. Plants usually survive better if they are not exposed to wind and cold as they are in pots, planter boxes or raised planters. In-ground plantings are more natural and more easily removed if not wanted anymore. A planter box full of dirt is difficult to remove.

In-ground planters should be used year round with seasonal flowers. If possible, evergreens should be placed in them for the winter months.

- G. Banners - Banners are pieces of fabric that bear emblems, mottos, slogans, etc. Banners placed on building fronts should fit in with the architecture of the building they are placed on. They should not dominate the building facade..

Banners are permitted for a seven (7) consecutive day period related to a grand opening. They should not be used to advertise special sale items. Banners may be used beginning 10 days prior to any Irvington neighborhood event, if approved by the Department of Transportation.

Banners may not be placed in or over the right-of-way because they may block significant views along the sidewalk. They should not be placed or draped on banner poles.

Banners should be of simple design and text should be held to a minimum.

- H. Flags - Flags are pieces of cloth that contain symbols or patterns used as national, state or local organizations. They are affixed to a flag staff

attached to the building facade or a vertical flag pole. Flags should not be mounted as banners on building facades or horizontally project into the right-of-way where they will block significant views.

Flags are not to be permitted as signs.

- I. Sidewalk surfaces - Sidewalks should be made of concrete, stone or brick. Patterns of contrasting materials can be created to provide interest and help to delineate paths, activity areas and crosswalks.

Sidewalk surface materials should be integrated into the overall design concept for the Irvington commercial area and be compatible with the street furnishings selected for an area. In no case should the sidewalk surface be so busy that it dominates the image of an area.

Unit masonry should be laid on a smooth and rigid base, so that a level walking surface is provided. Extremely rough walking surfaces, such as cobblestones, should not be used, especially in light of the large percentage of elderly persons who use the commercial area.

- J. Sidewalk restaurants - Any sidewalk restaurants developed within the public right-of-way should conform to the provisions of the Sidewalk Restaurant Ordinance which requires that they occur on sidewalks wider than twelve feet. They should be no wider than eight feet and must be located next to retail business property. No portion of the restaurant fixtures should be permanently fixed to the sidewalk.

- K. Automobile barriers - Automobile barriers should be placed at the outer limits of roadways and parking areas. Concrete or asphalt curbing is a typical barrier. Railroad ties, utility poles laid down, concrete wheel guards, and wood timbers should not be used as curbs.

Bollards are vertical posts approximately twenty to thirty inches in height. They should be made of metal or concrete and should be spaced no greater than five feet apart and no closer than three feet. Concrete bollards should have a scale and design that is compatible with other street furnishings in the area where they are placed. If pipe bollards are used, they should be at least four inches in diameter and they should be capped, painted, and galvanized.

If low walls are used, they should be compatible in materials and design with the adjacent buildings and be

no higher than forty two inches.

If posts and chains are used, they should be metal and not plastic. Posts should be no higher than thirty inches. Both the posts and chains should be painted a dark color to prevent rusting and blend with exterior building facades.

Guard rails should not be used as vehicle barriers in areas visible to the public.

- L. Bicycle racks - If bicycle parking is provided, it should be convenient enough to cyclist destinations that it will be used, and yet the parking area should be out of the way of major pedestrian movement. Bicycle parking should be in an area that has constant surveillance to help prevent bicycle theft. Spacing of parking stalls should be at least two feet to allow for easy circulation in and out. Racks that allow for locking both the wheels and the frame are most desirable.
- M. Telephone booths - Exterior pay telephones should be the stand up pedestal type or they should be on the side wall of a building. Telephone booths should not be used because of the space they take from the sidewalk. Telephones should not be oriented so that they attract use by motorists from their cars. This type of orientation compounds traffic circulation problems.
- N. Vending machines - Vending machines, other than newspaper vending machines should be limited to four feet tall by one foot six inches deep by two feet wide and should not be placed in the required front yard. No vending machine should be placed in front of store windows, or in areas which are not enclosable.
- O. Fountains, statues and monuments - While there are now few fountains, statues and monuments in the Irvington area, it may become desirable to place more of such an item in the area. In general, these items should be durable, out of the path of pedestrian flow and designed to fit the site they are to occupy.
- P. Trash Removal - If common trash storage facilities are provided outside, such as a dumpsters, they should be completely screened from surrounding views with an architectural or plant material screen. Trash storage facilities should not be located in front or side yards.
- Q. Accessory Buildings - Buildings such as maintenance

buildings, garages and carports should only be placed in a rear yard and should be compatible in style, color, materials and scale to the building they serve.

SD-2. Components of Site Design

Components of site design are parking, landscaping, fences and walls, earth work and loading areas. Development sites should be laid out so that vehicle and pedestrian circulation is both safe and logical.

A. Parking - In an area such as the Irvington Commercial area that depends heavily on customers arriving in automobiles and has heavy pedestrian activity, parking is very important. It should not intrude on pedestrian environments, and yet it should be easy for the motorist to find.

1. Parking layout - Parking entrances, exists, aisles, bays and traffic circulation should be designed and constructed according to the specifications in Architectural Graphic Standards, Seventh Edition, Ramsey and Sleeper, John Wiley and Sons, Inc., New York, N.Y., except that parking spaces should be provided as set forth below.
2. Standard size car parking - Parking spaces for standard sized cars should be not less than nine feet in width and eighteen feet in length; provided, however, that the total usable parking space shall be, in no instance, less than one hundred eighty square feet in total area.
3. Small car parking - Public parking lots can be laid out with up to 25% small car spaces which are seven and a half feet by fifteen and laid out according to Architectural Graphic Standards.

These spaces should be appropriately marked as small car parking.

4. Screening - Parking lots should be screened on all sides where they don't abut buildings. This may be either an architectural screen or a plant material screen.
 - a. Architectural screen - Fences or walls should be of metal, steel, aluminum, iron, brick, stone or materials which are compatible with surrounding buildings. Such a wall shall be at least thirty six inches in height to

restrict any view through it. If a metal type fence is used it should either be landscaped in front or sit on a thirty six inch wall to facilitate screening.

- b. A plant material screen - A compact hedge of evergreen or deciduous shrubs, at least thirty six inches in height at the time of planting. Screening should be provided in a strip at least three feet wide.
- 5. Parking access - Parking lots should have direct access to an alley or street in such a manner as to minimize interference with traffic movement and should be so designed and located that vehicles should not back from or into a public right-of-way.
- 6. Parking surface - The ground surface of every parking lot in a commercial area should be paved with brick, concrete, asphaltic pavement or a similar paving that is durable and dust free. The hard surface should have a definite edge to it, metal edging, curbs, sidewalks, walls, planters, etc.
- 7. Parking space markings - Parking spaces should be marked by surface paint or change in materials.
- 8. Parking illumination - Lighting should be provided in parking lots that are used at night. The lighting equipment should be located, shielded and directed so that the lighting distribution is confined to the area to be lighted.

Lighting levels for outdoor parking areas should be 2.0 footcandles. Lightpoles should be at least twenty feet high but not more than fifty feet high.

- 9. Wheel stops - Where a parking lot abuts a public sidewalk or a landscape strip, wheel stops or curbing should be placed two to three feet from the sidewalk to avoid bumper overhangs into the walk or landscape strip.
- 10. Handicapped parking - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drugstores, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.) should provide parking for the handicapped.

Handicapped parking spaces (12'-6" wide) should be provided in public parking lots in the following ratios:

<u>Total Parking in Lot</u>	<u>Minimum Number of Accessible Spaces</u>
1 - 10	1
11 - 20	2
21 - 40	3
Over 40	4

- B. Front yards - Front yards, where space is available, should be landscaped in an open pattern, in grass and shrubbery, trees and/or hedge to provide a partial screening of the commercial use. An ornamental, decorative fence or masonry wall, may be used in conjunction with the landscaping.

- C. Fences and walls - Fences or walls in the Irvington area should be of the types described in SD-2, A, 4.

Except as a temporary use during construction, chain link should not be used in the Irvington neighborhood. If used, it should not (a) be permitted on sites that contain no structure, (b) be located in yards abutting public streets or on the front property line, (c) be visible from surrounding public streets.

Barbed, concertina, or razor ribbon wire topped fences are not at all appropriate in the Irvington commercial or residential areas and should not be permitted.

- D. Earth berms - Berms may be used in conjunction with landscaping to separate conflicting uses as well as buffer noisy or unattractive areas. They are earthen barriers with sloping sides located between areas of approximately the same elevation. They should be landscaped sufficiently to deter erosion and yet they should allow natural surveillance beyond.
- E. Loading and service drives - Off street loading should be provided for commercial uses in the Irvington neighborhood area in accordance with the Commercial Zoning Ordinance which is generally summarized below.
1. Minimum area - Each off-street loading space should be at least twelve feet in width by at least fifty-five feet in length, exclusive of aisle and maneuvering space, and should have a vertical clearance of at least fifteen feet.
 2. Location and setback - All required loading spaces should be located on the same lot as the use

served, and should be so designed and located that trucks should not back from or into a public street.

No open loading space should be located in a minimum required front, side or rear yard.

3. Screening - Any loading space on a lot abutting a residential district or separated by an alley from a residential district should be enclosed within a building or screened and landscaped.
4. Surface of loading area - All open off-street loading areas should be paved with concrete or asphalt pavement to adequately provide a durable and dust free surface free of weeds.

STANDARDS FOR RESIDENTIAL DEVELOPMENT

Residential Standards for Multi-family: Irvington Neighborhood

The Irvington Neighborhood is a unique and interesting mixture of residential, commercial, institutional and apartment buildings. Even though most of the apartment buildings are fifty to sixty years old, they serve as good examples of the type of architectural detail and site layout appropriate for any new apartment construction in the area. The following is a description of the most important elements of apartment design in the Irvington area (specifically regarding East Washington Street).

ARCHITECTURAL COMPONENTS

Most of the apartment buildings in Irvington flank East Washington Street. These buildings may be distinguished by the following features:

1. Built in the 1920's and 1930's (generally),
2. Brick buildings with limestone or terra cotta details,
3. Flat roofs, although there are some tile, hip roofs,
4. Two and three story buildings,
5. First floor raised four to eight feet above street level,
6. Setbacks of twenty to thirty feet from the right-of-way of East Washington Street.

A-I Building Setback and Yards

- A. Setbacks from streets - In general, new construction should have the same building to site relationship as other apartment buildings in the immediate area. This is in the range of twenty to thirty feet from the right-of-way line.

Parking for new apartment buildings should be located behind the front building line.

- B. Side and rear yards - Minimum yards of at least twenty feet in depth shall be provided wherever the project or lot abuts adjoining or perimeter property.

Typically side and rear yards in the Irvington area have been used for parking and trash removal, and it is recommended that these uses continue where they meet the standards for parking, loading, setbacks, screening and transitional yards. Wherever possible, parking and trash removal facilities for several different building should be merged so that duplication of these

facilities is minimized.

- C. Floor area and open space - New development in D-8 and D-9 portions of the Irvington area should conform to the following floor area and open space requirements:

	<u>D-8</u>	<u>D-9</u>
Maximum Floor Area Ratio	0.60	0.50
Minimum Open Space Ratio	1.18	1.45
Minimum Livability Space Ratio	0.66	0.84
Minimum Major Livability Space Ratio	0.11	0.12
Total Car Space (per unit)	1.00	1.20

These standards for floor area ratios and open space are the same as those in the Dwelling District Zoning Ordinance.

- A-II. Building Shape - Buildings in the Irvington Neighborhood generally have facades and floor plans that are rectangular. New buildings should conform to this. If hip roofs are used instead of flat roofs, the roof should be covered with tile similar to existing buildings.
- A-III. Building Materials - Significant residential buildings in Irvington are made principally of brick with details of limestone or terra cotta. New buildings should be made of the same materials.

Materials used in remodeling older buildings should be of a quality and style typical to apartment buildings in the area and compatible with the existing elements of the buildings they are placed on. Materials such as rough sawn siding, wooden shakes, and corrugated metal look out of place on buildings in this corridor and thus should be prohibited.

Mansard and other ornamental type roofs should not be added to buildings because they often cover up or detract from the original character of the building. They also quite frequently become maintenance problems.

Any materials used in Irvington should be as durable and maintenance free as possible. Brick buildings that have never been painted should be painted only if it is necessary for the preservation of the bricks. Painting often takes the character away from a brick building and also necessitates more frequent maintenance than a plain brick building.

- A-IV. Building Color - Typical colors of older buildings are in a neutral range and primarily the natural colors of

the materials (i.e., the colors of brick, stone, metal, etc.) New colors should conform to this.

- A-V. Windows - Apartment buildings in Irvington have 25 - 30 percent of their exterior walls devoted to windows. New buildings should conform to this. Windows in existing buildings should never be reduced in size or filled in because either of these changes will significantly detract from the appearance of the building.
- A-IV. Building Height - Apartment buildings that have frontage on East Washington Street or nearby streets have typically been either two or three stories. This should be the rule for future development with the maximum height limitations being:

<u>Maximum Height</u>		
D-8	-	38 feet
D-9	-	50 feet

The ground floors of most apartment buildings in Irvington are raised four to eight feet above the street pavement. This is done either by raising the site several feet or by raising the ground floor or a combination of both. New construction should do the same.

- A-VII. Mechanical Equipment - Elements of mechanical equipment such as air conditioners, exhaust vents, heating ducts, microwave dishes, and antenna, should be as much out of public view as possible. They especially should not be visible from surrounding streets.
- A-VIII. Awnings - Awnings are fabric structures extended over building doors or windows for the purpose of shading windows or providing weather protection for pedestrians. Awnings should fit within the window bays of the building.

Awnings can be colorful (striped also) but the colors used should not contrast significantly with surrounding environment.

Metal, fiberglass or wooden awnings should not be permitted.

SITE DESIGN COMPONENTS

Site design is a critical part of any apartment building in Irvington. The site must provide recreation space, parking lots, and appropriate buffering from surrounding streets. New

apartment development in the Irvington area (specifically on East Washington Street) must have stately yards similar to existing buildings and yet must provide parking that meets present standards. The following standards have been developed with this in mind.

SD-I. Landscaping - Much of the existing landscaped areas on East Washington Street are in the yards of apartment buildings. This landscaping helps to buffer pollution, noise, and views. For new apartment construction, or the renovation or enhancement of existing structures, the following landscape standards should be used.

- A. Trees and shrubs - Trees should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Trees should be medium or large with a single straight trunk to eight feet. They should be planted in the ground and not in containers.

Trees planted in urban environments should be a minimum of three inch caliper at time of planting.

Shrubs should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Shrubs used for screening should have dense growth and be at least thirty-six inches high at the time of planting.

Trees and shrubs should be adequately maintained to insure proper growth. Dead trees and shrubs should be replaced as soon as possible.

For more information on the types of trees, shrubs, hedges and ground covers to use in Indianapolis with information about how to plant and maintain them, see the Division of Planning booklet, Trees and Design on the Indianapolis Landscape.

- B. Tree guards - If tree guards are used on public sidewalks of fifteen feet or less, they should not have an outside diameter greater than one foot six inches. The side horizontal tree guards either obstruct car doors or the sidewalk. Flat tree grates that can be walked on are a better way of protecting the base of trees.
- C. Planters - In-ground planters are preferred over pots, planter boxes or raised planters. Plants

usually survive better if they are not exposed to wind and cold as they are in pots, planter boxes or raised planters. In-ground plantings are more natural and more easily removed if not wanted anymore. A planter box full of dirt is difficult to remove.

Planter boxes should be used year round with seasonal flowers. If possible, evergreens should be placed in them for the winter months.

- SD-II. Sidewalk Surfaces - Sidewalks should be made of concrete, stone or brick. Patterns of contrasting materials can be created to provide interest and help to delineate paths, activity areas and crosswalks.

Sidewalk surface materials should be integrated into the overall design concept for an area and be compatible with the street furnishings selected for an area. In no case should the sidewalk surface be so busy that it dominates the image of an area.

Unit masonry should be laid on a smooth and rigid base, so that a level walking surface is provided. Extremely rough walking surfaces, such as cobblestones, should not be used.

- SD-III. Automobile Barriers - Automobile barriers should be placed at the outer limits of roadways and parking areas. Concrete or asphalt curbing is a typical barrier. Railroad ties, utility poles laid down, concrete wheel guards, and wood timbers should not be used as curbs.

- SD-IV. Bicycle Racks - If bicycle parking is provided, it should be convenient enough to cyclist destinations that it will be used, and yet the parking area should be out of the way of major pedestrian movement. Bicycle parking should be in an area that has constant surveillance to help prevent bicycle theft. Spacing of parking stalls should be at least two feet to allow for easy circulation in and out. Racks that allow for locking both the wheels and the frame are most desirable.

- SD-V. Fountains, Statues and Monuments - While there are now few fountains, statues and monuments in Irvington, it may become desirable to place such items in the area. In general, these items should be durable, out of the path of pedestrian flow, and designed to fit the site they are to occupy.

- SD-IV. Parking - Parking will be a vital component of any new

development in Irvington. It should not intrude on pedestrian areas or neighboring residential areas, and yet it should be convenient for residents.

- A. Parking layout - Parking entrances, exits, aisles, bays and traffic circulation should be designed and constructed according to the specifications in Architectural Graphic Standards, Seventh Edition, Ramsey and Sleeper, John Wiley and Sons, Inc., New York, N.Y., except that parking spaces should be provided as set forth below.
- B. Parking space size - Parking spaces should be not less than nine feet in width and eighteen feet in length; provided, however, that the total usable parking space shall be, in no instance, less than one hundred eighty square feet in total area.
- C. Screening - Parking lots should be screened on all sides where they do not abut buildings. This may be either an architectural screen or plant material screen.
 - 1. Architectural screen - Fences or walls should be or "wrought iron" (steel, aluminum or iron), brick, or materials which are compatible with surrounding buildings. Such a wall shall be at least thirty-six inches in height to restrict any view through it. If a "wrought iron" type fence is used, it should either be landscaped in front or be placed upon a thirty-six inch wall to facilitate screening.
 - 2. Plant material screen - A compact hedge of evergreen or deciduous shrubs, at least thirty-six inches in height at the time of planting. Screening should be provided in a strip at least six feet wide. Trees should be included in the strip with spacing depending on species. They should be at least three inches caliper at time of planting. The ground area between such wall, fence or hedge and the front lot line should be planted and maintained in grass, other suitable ground cover, or shrubbery. All shrubs and trees should be planted balled and burlapped.
- D. Parking access - Parking lots should have direct access to a street or alley way in such a manner as to minimize interference with traffic movement and should be so designed and located that

vehicles should not back from or into a public right-of-way. Direct access from an apartment building parking lot onto East Washington Street should be discouraged in favor of access off of an alley or side street.

- E. Parking surface - The ground surface of every parking lot should be paved with brick, concrete, asphaltic pavement or a similar paving that is durable and dust free. The hard surface should have a definite edge to it; metal edging, curbs, sidewalks, walls, planters, etc.
- F. Parking space markings - Parking spaces should be marked by surface paint or change in materials.
- G. Parking illumination - Lighting should be provided in parking lots with equipment located, shielded and directed so that the lighting distribution is confined to the area to be lighted.

Lighting levels for outdoor parking areas should be 2.0 footcandles. Lightpoles should be a least twenty feet high, but not more than fifty feet high.

- H. Wheel stops - Where a parking lot abuts a public sidewalk or a landscape strip, wheel stops or curbing should be placed two to three feet from the sidewalk to avoid bumper overhangs into the walk or landscape strip.

SD-VII. Front Yards - Front yards should be landscaped in an open pattern, in grass and shrubbery, trees and/or hedge to provide a partial screening of the building. An ornamental, decorative fence or masonry wall, may be used in conjunction with the landscaping although no wall or fence over three feet in height should be used in the front yard. The front yard should not be used for garages, carports, swimming pools, playgrounds, maintenance buildings, off-street parking, etc.

SD-VIII. Fences and Walls - Fences or walls in multi-family/apartment areas of Irvington should be of the types described in SD-VI, C, 1.

Chain link fence should never be used in residential properties having frontage on any street (specifically East Washington Street). Such fences should only be used on side or rear yards when not: 1. open to public view, 2. fronting on a street (corner lots).

SD-IX. Earth Berms - Berms may be used in conjunction with

landscaping to separate conflicting uses as well as buffer noisy or unattractive areas. They are earthen barriers with sloping sides located between areas of approximately the same elevation. They should be landscaped sufficiently to deter erosion, and yet they should allow natural surveillance beyond.

SD-X. Trash Removal - If common trash storage facilities are provided outside, such as a dumpster, they should be completely screened from surrounding view with an architectural or plant material screen.

SD-XI. Accessory Buildings - Buildings such as maintenance buildings, garages and carports should only be placed in a side or rear yard and should be compatible in style, color, materials and scale to the apartment building they serve.

SD-XII. Swimming pools - Swimming pools should be located in the side or rear yard but no closer than twenty feet to the property line. The pool area should be enclosed by a fence with a self-closing, self-latching back gate. Such fence shall be an ornamental fence, solid fence or a wall and should not be less than five feet in height.

A buffer screen should be provided and maintained between the pool and the lot lines.

SD-XIII. Signs - Signs used to identify apartment buildings in the area have typically been either ground signs or wall signs. New signs should be either of these two types of signs.

Signs should be compatible in color, style, construction, location, etc. with the surrounding environment, as simple and straightforward as possible in identifying buildings, easy to read, and not in competition with or confused with traffic control or safety device.

A. Sign types - A ground sign is supported from the ground with a sign surface extending downward to or near ground level. Ground signs, as permitted by the Sign Ordinance, may be no taller than four feet in height.

A wall sign is affixed to an exterior wall of a building, but is one which does not constitute a projecting sign.

B. Sign materials - A wooden sign is constructed primarily of either wood or plywood. Wooden

signs are found in the Irvington area. As long as they are well-maintained, wooden signs are acceptable in this area.

A metal sign is constructed primarily of metal, either painted or natural finish. It may be a continuous sheet or individual letters. Metal

Residential buildings sometimes have signs made out of materials that the building is constructed of, such as the building name carved in stone. This type of sign is acceptable in the Irvington area.

Plastic, neon, electronic message, changeable copy and signs painted on the surface of buildings are not appropriate sign types for apartment buildings in Irvington and should not be used.

- C. Sign illumination - If it is necessary to light a sign for night use, it should be done by external illumination only. This should be from concealed sources only, such as: concealed ground lights, valance lights, shaded spot lights, etc. In no case should bare bulbs be used to illuminate or draw attention to a sign.
- D. Sign letters -
 - 1. Style - Style of lettering should be selected on the basis of legibility. Helvetica with a combination of upper and lower case letters is an example of an easy to read lettering style. The letters need to be simple and open.
 - 2. Height - A typical maximum height for sign lettering in Irvington is fifteen inches. This should be the maximum permitted in the area.
- E. Sign location -
 - 1. Ground sign - Ground signs should have all portions of their structure behind existing right-of-way lines.
 - 2. Wall sign - Wall signs should be located above or beside an entry door.
- F. Sign size -
 - 1. Ground sign - Nine square feet per sign.
 - 2. Wall sign - Nine square feet per sign.
- G. Number of signs - The following numbers of signs

should be permitted at apartment developments in the Irvington neighborhood:

1. Lots with one street frontage - one wall sign and one ground sign.
2. Lots with two street frontages - two wall signs and one ground sign.
3. Lots with three street frontages - three wall signs and two ground signs.

DESIGN STANDARDS AND RECOMMENDATIONS - RESIDENTIAL

A. Introduction

The guidelines presented in this section are intended to assist Irvington residents who wish to maintain (or return) their home in an historic way in the proper restoration or rehabilitation of their properties.

As architecture becomes increasingly uniform across the United States, we are discovering the old buildings and neighborhoods give cities and towns their own special identity and character. Familiar buildings and residential neighborhoods can provide tangible links to the past, a sense of community identity. Some buildings and neighborhoods have suffered periods of neglect and may at first glance seem outdated for the needs of modern living. Nonetheless, by using sensitive rehabilitation techniques, many can be successfully revitalized. In rehabilitating older resources to contemporary uses, it is important to avoid irretrievable discarding the architectural qualities which distinguish them as the heritage of the past. These historic elements should not be lost to the future.

These guidelines* are intended to help individual property owners preserve, restore, or rehabilitate the historic homes which they own in Irvington.

These standards and recommended guidelines are specifically focused to address the area of Irvington within the proposed National Register Historic District boundaries (see Map ____). In this area, the architecture and unique physical qualities should receive special attention in terms of restoration, rehabilitation and new construction of housing. These standards are not law--they are developed for the neighborhood and private property owner for their use. The recommended guidelines offer suggestions and points of design to assist the property owner in a sensitive restoration or rehabilitating of their home.

In areas outside the proposed National Register District boundary, the basic elements of the guidelines do still apply--as they stress good design--and a sensitivity to the surrounding neighborhood.

Eight fundamental concepts for sensitively rehabilitating historic buildings and structures are set forth below, followed by a detailed check list of specific actions to be considered or avoided to insure that the rehabilitation is accomplished without damaging the distinguishing historic character of the building or the streetscape of which it is a part.

1. Fundamental Concepts
 - a. Every reasonable effort shall be made to use a structure for its originally intended purpose or to provide a compatible use which will require minimum alteration to the structure and its environment.
 - b. Rehabilitation work shall not destroy the distinguishing qualities of character of the structure and its environment. The removal or alteration of any historic material or architectural feature should be held to a minimum.
 - c. Deteriorated architectural features should be repaired rather than be replaced, where-ever feasible. If replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based as much as possible on accurate duplications of original features or on other building of the same style and period.
 - d. Distinctive stylistic features or examples of skilled craftsmanship which characterize historic structures and often predate the mass production of building materials, should be treated with sensitivity.
 - e. Changes which may have taken place in the course of time are evidence of the history and development of the structure and its environment. These changes may have acquired a significance of their own, and this significance should be recognized.
 - f. All structures should be recognized as products of their own time. Alterations to create earlier (e.g., "colonial") or later appearances (e.g., mansard roof additions) should be discouraged.
 - g. Contemporary design for additions to existing structures or landscaping shall not be discouraged, so long as the design is compatible with the size, color, material, and character of the existing structure and surrounding neighborhood environment.
 - h. Wherever possible, new additions or

*Adapted from the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, Washington, D.C.: Office of Archeology and Historic Preservation National Park Service, U.S. Department of the Interior, 1977. Edited and updated from various Indianapolis Historic Preservation Commissions Preservation Plan guidelines.

alterations to structures shall be done in such a manner that if they were to be removed in the future, the essential form and integrity of the original structure would not be harmed.

2. Checklist for the Application of the Restoration/
Rehabilitation Guidelines.

a. The Environment

Please Consider

Retaining distinctive features such as the size, scale, mass, color, and building materials. This should include roofs, porches, stairways and other features that give Irvington its distinguishing character.

Using new plant materials, fencing, walkways, and street furniture which are compatible with the character of the neighborhood is size, scale, material and color.

Retaining or replacing landscape features such as parks, gardens, street furniture, walkways, streets, alleys and building setbacks, which have traditionally linked buildings to their environment.

Try to Avoid

Introducing new construction into neighborhoods which is incompatible with the character of the neighborhood because of size, scale, color, material and detailing

Introducing signs, street lighting, street furniture, new plant materials, fencing, walkways and paving materials which are out of scale or inappropriate to the neighborhood.

Destroying the relationship of buildings and their environments by widening existing streets, changing paving material, or by introducing new construction incompatible with the character of the neighborhood.

b. The Individual Lot

Inspecting the lot carefully to locate and identify plants, trees, fencing, walkways and street furniture which might be an important part of the property's history and development.

Retaining or replacing plants, trees, fencing, walkways and lawn furniture which reflect the property's history and development.

Making hasty changes to the appearance of the site by removing old plants, trees, fencing, walkways and lawn furniture before evaluating their importance.

c. Windows and Doors

Please Consider

Retaining existing window and door openings including window sash, glass, lintels, sills, architraves, shutters, and doors, pediments, hoods, and all hardware.

Respecting the stylistic period or periods a building represents. If replacement of window sash or doors is necessary, the replacement should as near as possible duplicate the original window sash or door.

Try To Avoid

Introducing new window and door openings into the principal elevations, or enlarging or reducing window or door openings to fit new stock window sash or new stock door sizes.

Altering the size of window panes or sash. Such changes destroy the scale and proportion of the building.

Discarding original doors and door hardware when they can be repaired and reused in place.

Inappropriate new window or door features such as aluminum storm and screen window combinations that require the removal of original windows and doors or the installation of plastic or metal strip awnings or fake shutters that disturb the character and appearance of the building.

d. Porches and Steps

Retaining porches and steps which are appropriate to the building and its development. Porches and additions reflecting later architectural styles are often important to the building's historical integrity and, wherever possible, should be retained.

Repairing or replacing, where necessary, deteriorated architectural features of wood, iron, cast iron, terra cotta, tile and brick.

Removing or altering porches and steps which are appropriate to a building and its development and the style it represents.

Stripping porches and steps of original material and architectural features, such as hand rails, balusters, columns, brackets and roof decorations of wood, iron, terra cotta, cast iron, tile and brick.

Please Consider

Try to Avoid

Enclosing porches and steps in a manner that destroys their intended appearance.

e. Exterior Finishes

Repainting the house with colors based on those used in the era the building was built. By doing this, the owner highlights and illustrates the distinctive character of the property.

Repainting with colors that are inappropriate to the building and neighborhood.

f. Interior Features

Retaining original materials, architectural features, and hardware, whenever possible, such as stairs, handrails, balusters, mantelpieces, cornices, chair rails, baseboards, paneling, doors and doorways, wallpaper, lighting fixtures, locks and door knobs. (Basic sensitivity to what makes the house "unique" and "special").

Removing original material, architectural features, and hardware, except where essential for safety.

g. Masonry Buildings

Retaining original masonry and mortar, whenever possible, without the application of any surface treatment.

Applying waterproof or water repellent coatings or other treatments unless required to solve a specific technical problem that has been identified. Coatings are frequently unnecessary, expensive, and can accelerate deterioration of the masonry.

Duplicating old mortar in composition, color and textures.

Repainting with mortar of high Portland cement content. This can create a bond that is often stronger than the building material, and can cause deterioration due to the differential in the coefficients of expansion and

Please Consider

Repairing stucco with a stucco mixture duplicating the original as closely as possible in appearance and texture.

Cleaning masonry only when necessary to halt deterioration and always with the gentlest method possible, such as low pressure water and soft natural bristle brushes.

Repairing or replacing, where necessary, deteriorated material with new material and tries to duplicate the old as closely as possible.

Replacing missing architectural features, such as cornices, brackets, railings, and shutters.

Retaining the original or early color and texture of masonry surfaces, wherever possible brick or stone surfaces may have been painted or whitewashed for practical and aesthetic reasons.

Try to Avoid

the porosities of the materials--in plainer terms--cracking and chipping bricks.

Sandblasting brick or stone surfaces; this method of cleaning erodes the surface of the material and accelerates deterioration.

Using chemical cleaning products which could have an adverse chemical reaction with the masonry material, i.e., acid on limestone or marble.

Applying new material which is inappropriate or was unavailable when the building was constructed, such as artificial brick siding, artificial cast stone or artificial brick veneer.

Removing architectural features, such as cornices, brackets, railings, shutters, window architraves and doorway pediments. These are usually an essential part of a building's character and appearance, illustrating the continuity of growth and change.

Indiscriminate removal of paint from masonry surfaces. This may be historically incorrect (the house may have always been painted) and may also subject the building to harmful damage.

Please Consider

Try to Avoid

h. Frame Buildings

Retaining original material, whenever possible.

Removing architectural features such as siding, cornices, brackets, window architraves, and doorway pediments. These are in most cases, an essential part of a building's character and appearance.

Repair or replacing where necessary, deteriorated material with new material that tries to duplicate the old as closely as possible.

Resurfacing frame buildings with new material which is inappropriate or was unavailable when the building was constructed such as veneer, asbestos or asphalt shingles, plastic or aluminum siding. Such material also can contribute to the deterioration of the structure from moisture and insect attack.

i. Roofs

Preserving the original roof shape.

Changing the original roof shape or adding features inappropriate to the essential character of the roof, such as oversized dormer windows or picture windows.

Retaining the original roofing material, whenever possible (if it is unique or adds to the character of the home.)

Applying new roofing material that is inappropriate to the style and period of the building and neighborhood.

Replacing deteriorated roof coverings with new material that matches the old in composition, size, shape, color and texture.

Replacing deteriorated roof coverings with new materials which differ to such an extent from the old in composition, size, shape, color, and texture that the appearance of the building is altered.

Preserving or replacing, where possible, all architectural features which give the roof its essential character, such as dormer windows, cupolas, cornices, brackets, chimneys,

Stripping the roof of architectural features important to its character.

Please Consider

Try to Avoid

cresting and weather vanes.

Placing television antennae and mechanical equipment, such as air conditioners, in an inconspicuous location.

Placing television antennae and mechanical equipment, such as air conditioners, where they can be seen from the street.

j. Plan and Function

Using a building for its intended purposes (a house as a house).

Altering a building to accommodate an incompatible use requiring extensive alterations to the plan, materials and appearance of the building.

Finding an adaptive use, when necessary, which is compatible with the plan, structure and appearance of the building.

Retaining the basic plan of a building, whenever possible.

Altering the basic plan of a building by demolishing principal walls, partitions and stairways.

k. New Additions

Developing a contemporary design compatible with the character and mood of the building or the neighborhood.

Designing new additions which are incompatible with the earlier building and the neighborhood in materials, size, scale and texture.

l. Mechanical Services
(Heating, Electrical & Plumbing)

Installing necessary building services in areas and spaces that will require the least possible alteration to the plan, materials and appearance of the building.

Causing unnecessary damage to the plan, materials, and appearance of the building when installing mechanical services.

Installing the vertical runs ducts, pipes, and cables in closets, service rooms, and wall cavities.

Installing vertical runs of ducts, pipes and cables in places where they will be a visual intrusion.

Rewiring early lighting fixtures.

Cutting holes in important architectural features, such

Please Consider

Having exterior electrical and telephone cables installed underground.

Reusing or restoring plumbing fixtures from the original period.

Try to Avoid

as cornices, decorative ceilings and paneling.

Installing "dropped" acoustical ceilings to hide inappropriate mechanical systems; this destroys the proportions and character of the rooms.

m. Safety and Code Requirements

Complying with code requirements in such a manner that the essential character of a building is preserved intact.

D. New Construction Recommendations

The original area of Irvington's uniqueness and image is largely a product of its historic structures, but its vitality and growth will depend upon the use of vacant property. New construction should be the primary use for the vacant lots.

The following guidelines were prepared to assist those persons planning new construction in the historic areas of Irvington. It is strongly recommended that plans be submitted for review and suggestions to the Indianapolis Historic Preservation Commission and staff throughout the design development stages. This should help the person better understand the historic quality of this portion of the neighborhood and better "fit in" with their new neighbors.

1. Fundamental Concepts:

- a. Architecture, throughout its history, has been a result of the specific technology and economics of its age. Efforts to mimic historic architectural styles with contemporary materials and techniques will produce cheap imitations which tend to lessen the integrity of the historical quality of the structures and the area. Although new construction should be done in the contemporary style, it need not detract from the historical fabric. New construction can and

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should relate to the historical quality of the area through similar use of form, texture, materials, color, etc.

- b. Irvington is an historic area of Indianapolis. Attempts to design new construction in terms of other communities are not appropriate.
- c. New construction should incorporate the essential

criteria that makes the area unique, but should not adhere to a rigid formula for determining appropriateness. Color, brick or some other appropriate characteristic may be the overriding factor. The essential criteria will vary from block to block and will need to be designed for each specific case. Defining specific guidelines, such as cornice heights or window patterns, should be avoided since they tend to stifle creativity and create unnecessary restrictions upon future design programs.

- d. Efforts should not be made to restrict the use of new materials and technology which is compatible with the existing historic environment. If Irvington is to prosper, it must be a dynamic entity reflecting changes and new developments, yet be sensitive to its unique heritage.
- e. Varying degrees of influence are exerted on a new design by the proximity and visual relationships of existing buildings and spaces. Adjacent buildings and those across the street from a proposed new building should normally have a greater effect on the new design than those adjoining rear property lines and in other sections of the historic area. For example, the 2- and 3-story homes east along University or Julian should be respected by neighboring new construction designs.

2. Basic Criteria for New Construction

The following criteria should be applied to the redevelopment of the entire parcel, including the outbuildings and landscape features, as well as the primary building. Priority has not been assigned to the major points listed below since all should be taken into consideration in planning and evaluating new construction.

a. Location

Any new construction must reflect the traditional location and relationship of buildings on their sites in Irvington. This includes setback from streets, spacing between buildings, and orientation of openings to the street and neighboring

structures. In addition, the location of the buildings must respect significant landscape features on the site.

b. Scale

The buildings, surroundings and people who view them are all parts of an intricate visual relationship. New construction must address these elements of scale in order to maintain the district's personal qualities. Overall building height and massing; primary building to secondary building relationships; landscape elements; major building division of foundation, body and roof; and individual building components such as porches, overhangs, and openings must be consistent with the surrounding architecture and spaces.

c. Outline

The outline of a building as seen in elevation is a silhouette created by the edges of the building against the background of the sky, landscape and other buildings. These edges may be from roof and chimney forms, exterior walls and building details. Since the silhouette, shadows and multifaceted surfaces (or lack of them) create much of the interest and continuity of historic structures, all new construction should be compatible with the existing outlines of surrounding buildings.

d. Materials

The buildings materials which are exposed to public view should harmonize with the traditional materials, uses, colors, textures, proportions and combinations of materials original to Irvington. The physical composition of the materials may be different from that of the historic materials but a complementary appearance should be sought.

e. Details

Much of the richness associated with historic architecture can be attributed to the forms and uses of the details on the basic building surfaces. This may be seen in the elaborate cornices and brackets of Italianate homes, towers, porches and bay windows associated with Queen Anne, and the decorative trim of Victorian cottages. In composing detailing on new construction, the designer should seek to understand the traditional application of details on buildings in the immediate vicinity without reproducing them. Attempts to copy authentic details in new construction is not technically impossible, but dilutes the significance of the historic resource.

E. Paint and Color Recommendations

The use of period paint colors, properly applied, can significantly enrich the visual quality of an historic home. As much as the details of construction, paint colors define the appearance of building. And just as building styles reflect the taste of different periods in history, paint colors reflect the esthetic ideals of an age. Particularly in the late nineteenth century (when many Irvington homes were built), the correct use of color was a concern of many architects.

Developing a paint color spectrum based on documentation is an important part of the restoration of an historic neighborhood to its original character.

1. Approaches to Paint Colors in Restoration

In any restoration, or sensitive renovation, there are three approaches in selecting paint colors. One is to research colors actually used on buildings and create new formulas to achieve these colors. A second is to use "period" colors that are not necessarily the colors particular buildings were painted but are colors that they could have been painted. A third is to select colors sensitive to their placement and "in good taste."

Paint research can be done in several ways. In all cases, the purpose is to define the separate layers of paint that have been applied to the house and to analyze the colors used. If the owner feels this is how he/she would like to restore the exterior of the home, consultation with IHPC would be advised, as they could specify the method and materials needed to properly do the analysis.

In place of extensive paint research for each house, restoration can be accomplished by using modern paints of period colors. The writings of leading architects, paint companies period color charts, and other literary materials can often provide information on colors used during a certain period. Colors similar to those known to have been used can then be mixed from modern bases. These colors would not necessarily be exactly those ever used on a particular building, but their range and tone would suggest the period. Over a large area, such as a neighborhood or block, the "period color" approach will create the feeling of a past era as effectively as researching particular paint colors and restoring each building to its original appearance. The use of period colors is also less expensive than paint research and color

replication, and allows for the personal taste of the owner to be expressed. However, period colors are often based not on direct research, but on theoretical works and paint charts produced by paint companies. Only a few of these charts survive, and many small local companies never published charts. Thus, a color may exist on a particular building that neither conforms to theoretical expectations nor appears on any paint chart.

In lieu of using restoration or period colors, it is often applicable for the owner to express their own personal tastes by selecting colors "in good taste". It should be realized that this does not "open the door" to abusive use of color, but rather allows for innovation in the blending, accenting and harmony a varied palette of color may provide. Color selection should be critiqued on an individual basis and not become a product of any "restoration law".



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